

KEN MILES KICKED OUT AGAIN BY SCCA!

See Page 1

MOTOR RACING

Vol. 2-No. 17

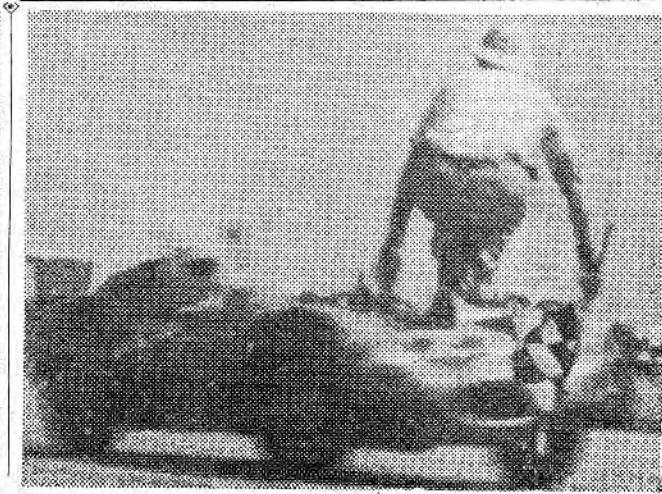
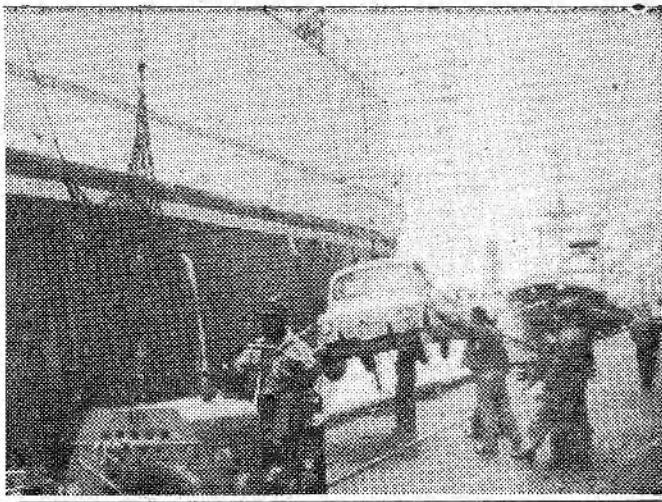
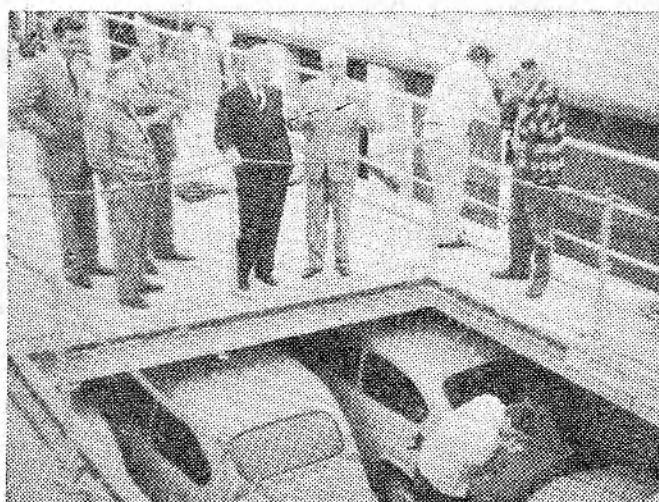
(Published Bi-weekly)
except last issue of calendar year

Los Angeles, Calif.

15c

©

June 14-21, 1957



FIATS ARRIVE—Last week the specially-designed Italian ship Italterra arrived in Los Angeles Harbor with a cargo of 1000 Fiat 600 and 1100 models. Upper left: Fiat officials and members of Italian Consulate get first glimpse of cars in hold as ship docked. Upper right: First Fiat, a 600, is unloaded on the West Coast. Lower left: Max Hoffman, left, U.S. distributor, and Dr. Franco Prosio, director of the Italian car manufacturer, aboard press boat which took newsmen out to meet the

Italterra. Lower center: Attracting as much attention was Eileen Anderson, 22, Miss Port of Los Angeles, representing the Board of Harbor Commissioners, who was aboard press boat. Lower right: Looks as though Starter Jerry Austin is atop Bill Krause's D-Jaguar, but actually he's high up in the air, giving it the checkered flag in Triple-R pro road races at Bakersfield. Winner was Bill Cantrell in Offy Spl. (All photos by Vignolle & Powell, except lower right, which is by Woods & Landon.)

VON NEUMANN TAKES SALT LAKE RACE

See Page 1

MOTOR RACING

Vol. 2-No. 17 (Published Bi-Weekly) 15c 44 June 14-21, 1957



SAM HANKS, of Pacific Palisades, Calif., shows Actress Susan Scott radically-designed engine of the revolutionary Belond Exhaust Special which he drove to victory at Indianapolis Memorial Day. Designed by George Salih, of Whittier, the engine lies almost flat on its side, a mere 18 degree angle off horizontal. Hanks set record by averaging 135.601 m.p.h.

Hanks' Win Well-Deserved

By MAURY POWELL

"It couldn't have happened to a nicer guy."

Trite, perhaps, but nonetheless true insofar as an evaluation of the winner of the 1957 running of the 500-mile Indianapolis classic—Slim Sam Hanks.

The Pacific Palisades, Calif., veteran made his 12th appearance at the famed "brickyard" a winning one, and a mighty popular one. In fact, Sam's entire crew are men who are highly regarded in the speed world—not only for their know-how but because they're "good Joes."

Sam, whose speed career began in Los Angeles midget auto racing, broke a helmet full of records in piloting the Belond Exhaust Special to a narrow tri-

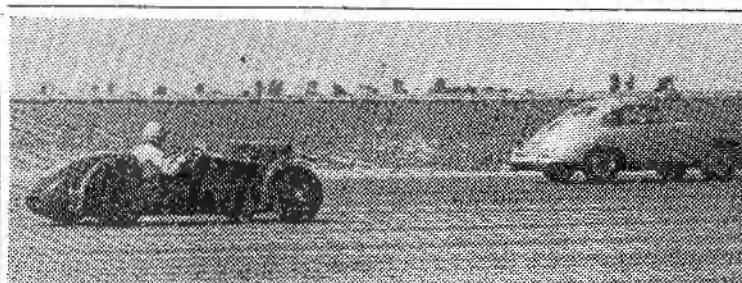
umph over Jim Rathmann, Miami, Fla., in the Chiropractic Special owned by Lindsay Hopkins of the same city.

Hanks' winning average speed was 135.601 mph, Rathmann's 135.420.

A CLOSE ONE

It was a tight one all right. Rathmann reported that something snapped in his mount's chassis and that it was difficult to handle from about the 250-mile point on.

But Hanks drove a cool, heady race—as he's done from the very start of his career. Sam just doesn't panic. His car was a (Continued on Page 2, Cols. 1-2)



BILL CANTRELL, in Whitey Thuesen's Offie Special, about to pass Bill Edwards' Porsche Coupe at Triple-R pro races in Bakersfield. Cantrell was declared winner of main event after withdrawal of Bill Krause in D-Jaguar.

Cantrell Pro Race Victor As Krause in Withdrawal

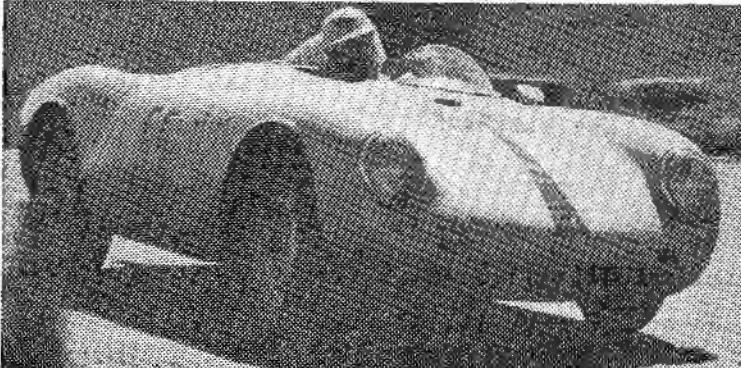
By GUS V. VIGNOLLE

(MOTORACING Staff Correspondent)

BAKERSFIELD, Calif., June 2—It was hotter than hades up here at Minter Field, but the Triple-R pro road racing boys and gals staged some fine races, had a lot of fun and returned to Los Angeles with nary a casualty of any kind.

Only untoward event of the two-day meet was Bill Krause's voluntary withdrawal after he won the 27-lap main event with a D-Jaguar that ran on 5 cylinders.

This gave the race, originally scheduled for 30 laps over this 2.3-mile tortilla course, to Bill Cantrell, piloting Whitey Thuesen's Offie Special. (Continued on Page 11, Cols. 4-5)



FLEET PORSCHE—Sammy Weiss, Sacramento, booms his Spyder to victory in under-1500 cc event at SCCA Santa Rosa races last May 26. He also placed 2nd behind Shelby in big-bore, big-bore.

—Don Meacham Photography

Von Neumann, Weiss Triumph At Salt Lake; Hughes Thrills

By TOM WILSON

MOTORACING Staff Correspondent

SALT LAKE CITY, June 2—In a beautiful mountain setting and with warm clear weather, Johnny von Neumann and Sam Weiss resumed their winning ways when they took the feature races with ease here before a good crowd of 6,000. The weekend of racing was featured with many close, exciting races and no crashes or injuries.

Von Neumann was beaten to the first turn by John Barneson's Hagemann Special but by the time they had reached turn 4 the world was his oyster and he was never headed again. Barneson was breaking in a new Chrysler 300C engine and was soon shuffled back to the 4th by Sam Weiss and the amazing Jimmy Hughes, in the Jim McCandless Lotus Mark II. Weiss tailed John's 2.5 Testa Rossa, but his Porsche did not carry enough horses and von Neumann soon lengthened on the

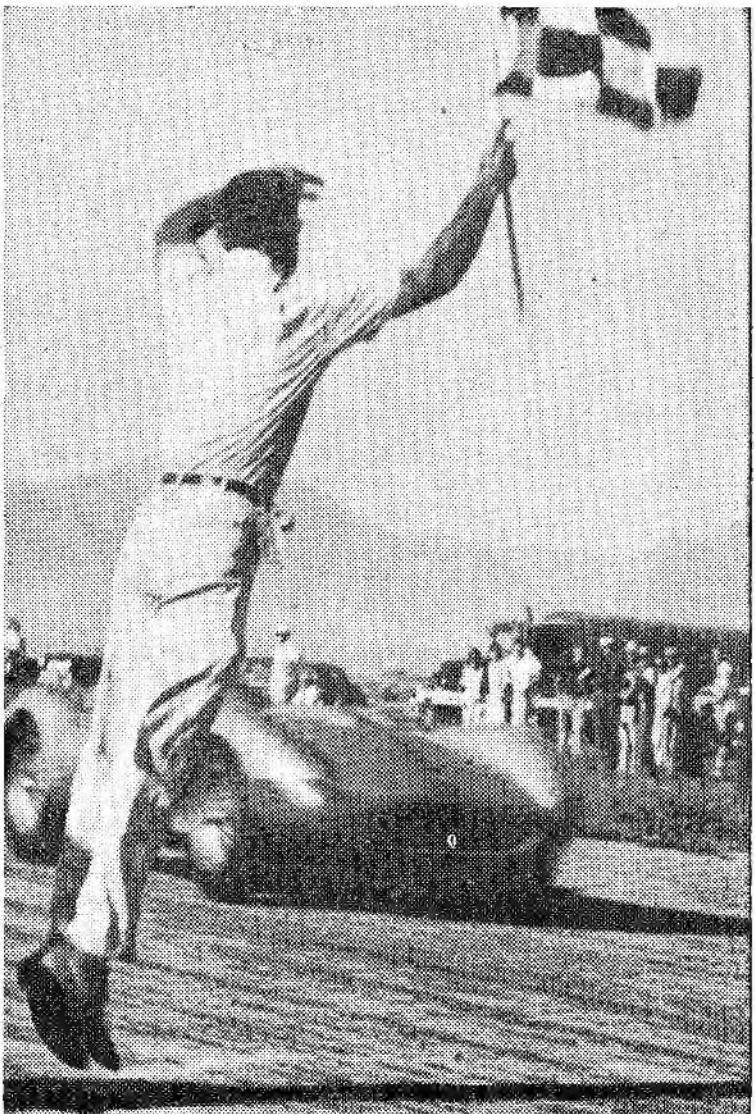
Races Slated at Paramount

A top sports car racing field shapes up for the fourth running of the Paramount Ranch Sports Car Road Races Saturday and Sunday, June 15-16.

Action starts at 12 noon at the West San Fernando Valley layout. Races are staged by the CSCC.

field and took the checkered flag 31 seconds in front of Barneson. He averaged 67.55 mph for the 30 laps.

As the race progressed, Barneson gained confidence in his new mill and took out after the two midgets in front of him. On the 20th lap he had caught Weiss and had set a lap record of 1:57.8, or 70 mph. The 2.3-mile, 10-turn course was designed for the smaller cars, but Barneson was flying when he realized that for once his mill would not come unglued. Weiss entered the big-bore main event by virtue of his easy victory in the under 1500cc 40-lapper, averaging 63.21 mph. Sam was racing under a great handicap, since he had suffered from the All-American bellyache (Continued on Page 10, Cols. 1-2)



HOME FIRST—John von Neumann, of Hollywood, takes first place in the over-1500 cc main event with his 2.5-liter Ferrari Testa Rossa at second annual SCCA Salt Lake road races, which were held June 1-2.

SCCA Again Bans Miles

For the third time the Sports Car Club of America has banned controversial Ken Miles from competing in their races. The last was at Salt Lake City, June 1-2.

This time the order came from National Stacey Carkhuff, Nat'l Area Coordinator, told Salt Lake officers Miles all SCCA drivers competing in the races would have their licenses picked up.

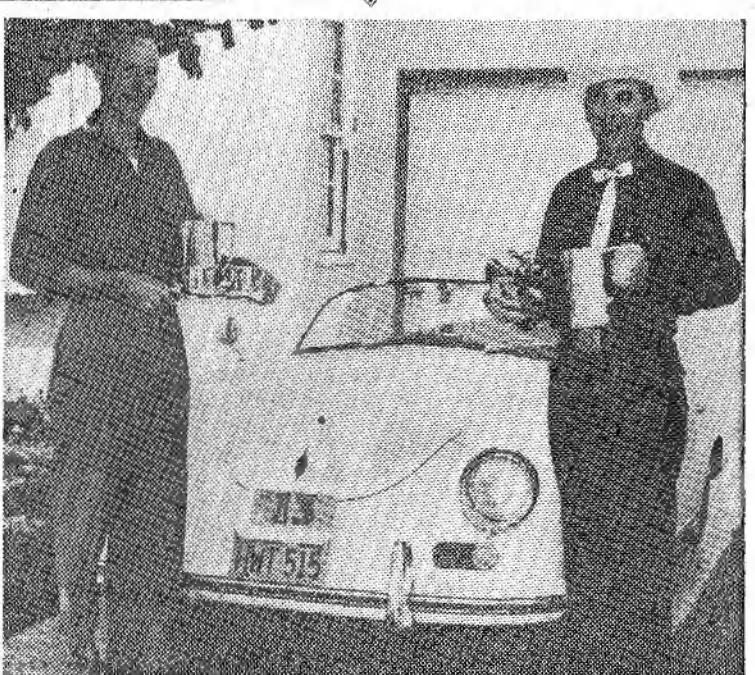
Miles previously had been banned at a Palm Springs race, and earlier this year at Stockton. He has been a militant enemy of the SCCA, which considers him detrimental to the organization. (See Tom Wilson's column on Page 7 for details.)

Glassett-Morrow Rallye Victors

Walt Glassett and Navigator Don Morrow, of the Porsche Owners' Club and the Lockheed Sports Car Club, won the Long Beach MG Club's Championship Great Western Rallye to Carmel, May 24-27, in a Porsche Speedster.

Four of the first seven cars were Porsches and a Porsche Speedster, driven by Walt Harper, Long Beach MG Club, won the gymkhana at Carmel.

In second spot in a Porsche coupe was Frank Fleming with Navigator Nick Marechal, Douglas Sports Car Club. Bill Hedy, with Mo Hedy navigating, did an excellent job of driving to bring their 1950 Mercury sedan in third place, as many of the (Continued on Page 11, Cols. 1-2)



ON TOP—Winners of Long Beach MG Club's Championship Great Western Rallye to Carmel were Navigator Don Morrow, left, and Driver Walt Glassett, both of Porsche Owners' and Lockheed Sports Car clubs. They hold first place trophies donated by Union Oil in front of Porsche Speedster.



Racing Pow-Wow

By Maury Powell

HANKS' INDY VICTORY A MIGHTY POPULAR ONE

(Continued from Page 1)

brand-new job built and designed by George Salih (pronounced "Sally") of Whittier, a top man at the Meyer & Drake plant that builds the four-cylinder Offenhauser mills in Los Angeles.

Salih, an amiable chap, gained better weight distribution by placing the Offy almost on its side, only 18 degrees from horizontal, actually. Thus, the car's bonnet is a scant 21 inches high to the top of its hood, while the tail fin's highest point is 35 inches! It's 35 inches wide, 96 inches long and the ground clearance is only six inches.

The feathered speedster's weight is 1650 pounds empty and about 2300 with fuel and "The Thin Man's" six-foot, 160-pound frame.

Salih offered this design to many sponsors, owners and mechanics, but was spurned because they felt that getting oil to vital parts would be a problem. He finally convinced J. S. (Sandy) Belond of Culver City, Calif., that the radical racer was worth backing. The popular manufacturer's mufflers and exhaust systems are widely known in the speed game as well as to the general automotive trade. Belond, after several previous unsuccessful sponsorship tries, finally hit the jackpot.

Salih and Hanks knew their chief chance of victory was in "running the others out of rubber" and planned their strategy accordingly. Undaunted by the flashy practice speeds recorded by Paul Russo in the famed Novi Special, Sam hooked up early with the Canoga Park, Calif., veteran, who led for the first 50 miles, averaging 139.749 mph. Behind them came Pat O'Connor, Fred Agabashian, Tony Bettenhausen, Eddie Sachs, Jimmy Bryan, Andy Linden, Johnny Boyd and Johnny Thomson.

Hanks Breezes Ahead of Russo

At the 70-mile point, Hanks breezed his mount ahead of Russo, and later said he knew he could "dust anything on the track" and felt victory was his "if the car stayed together" from there on.

Only Rathmann forged to the front at the 109th lap, or 263 miles, when Hanks made a quick pit stop for fuel and tires. However, the Miamian pitted after leading for 24 circuits and Hanks regained the lead and never ate anyone's exhaust from that point to the finish.

Russo's Novi seemed to slow up after 300 miles. He ultimately placed fourth behind Jimmy Bryan's Dean Van Lines Special. Andy Linden was fifth, Johnny Boyd sixth, Marshall Teague seventh, Pat O'Connor eighth, Bob Veith ninth and Gene Hartley 10th. All 10 broke the late Bill Vukovich's record average of 130.840 mph posted in 1954.

Hank's crew did fantastic work during his three halts, returning him to action after 41, 44 and 32 seconds, the last one doubles saving him engaging in a costly duel with Rathmann late in the race as the speedy work got him back onto the track without even yielding the lead!

The Three S's—Sam, Salih and Sandy—got the biggest cut of a record prize pool of \$300,252, their slice being \$103,844. Sam reportedly gets 45% for his end. One of Salih's big hauls was \$1200 and a diamond-studded lapel pin from Wynn's Friction Proofing products as chief mechanic.

Rathmann earned \$38,494, and Bryan \$21,794.

Hanks, who broke into tears while rolling into Victory Lane, said he'd quit the 500-miler forever, and later announced withdrawal from the international "500" at Monza billed June 29. Also pulling out from Monza were Rathmann and Boyd.

Stock Car Races for Rest of Year

Hanks said his only racing commitments this year included USAC stock-car events for the Mercury team.

Don Edmonds, Anaheim, Calif., was voted "Rookie of the Year" after the race. The United Racing Association midget auto graduate placed 19th.

The race was free of serious mishaps. Jimmy Daywalt, Indianapolis, spun on the 54th lap and hit the northwest corner wall but walked away o.k. Al Keller, Greenacres, Fla., hit the wall after spinning on the southwest turn on the 76th circuit, also escaping unhurt. Two drivers were put out of action on the parade lap. Officials were trying a fancy new start wherein cars came out of the pits single file before assuming their traditional grid of 11 rows of three abreast.

Elmer George, son-in-law of Speedway Owner Tony Hulman, miscalculated and bumped into the rear of a car driven by Eddie Russo, nephew of Paul. George's mount stalled and Russo's sustained a broken fuel line.

Hulman later apologized for the "loused-up start" and said that the old-style start would be resumed next year.

Parsons Fell Into a "Ride"

Parson's, who was bumped from the race by a faster qualifier on the last qualifying day, fell into a "ride" by a freak circumstance. He substituted for Dick Rathmann in one of the two Sumar Specials owned by Chappie Root of Terre Haute, Ind., when Rathmann withdrew following injuries sustained two days before the classic after hoodlums threw stones at him from another vehicle while he was motoring in Indianapolis.

Parsons, who won the "500" in the Wynn's Friction Proofing Special in 1950, placed 16th. Ruttman, only other previous winner to start, went out on the 13th lap in the new Zink car with a broken rod.

All cars were equipped with Meyer & Drake Offies except the two Novis, which are supercharged V8 mills.

FANGIO 1st IN MASERATI

LISBON, Portugal, June 9.—Masten Gregory, Kansas City. Chaikin up his sixth major win in 1957, four-time World Champion Juan Manuel Fangio of Argentina won the 66th Grand Prix of Portugal here today before 50,000 fans at the Monsanto course.

Fangio, gunning a Maserati, finished 16 seconds ahead of

MOTORACING

Published Bi-weekly, except last issue of calendar year, by V. & P., Inc.—Editorial and business offices located at: 725 N. Western Ave., Suite 14 Los Angeles 29, Calif. Hollywood 2-6388

Gus V. Vignolle, Editor
Maury Powell, Managing Editor
Bill Remrah, Advertising
June Vignolle, Circulation
Art Lauring, Jim Mourning,
Gail Ann Holden, Myra Jones,
W. Robert Nitske, Henry N.
Manney III, Flavio St. Germain,
Jules Delancey, John Foster,
Tom Wilson
Staff Writers
Bill Harmer, Staff Artist
Lester Nehamkin, Gene Simon
Staff Photographers
Anne Evans, Secretary
Jerome Weber, Gen. Counsel
Advertising Rates on Request

YEARLY SUBSCRIPTION RATES:
Domestic \$3 - Foreign \$4
Second class mail privileges
authorized at Los Angeles, Calif.

Manuscripts, photos or artwork submitted to MOTORACING should be accompanied by addressed envelope and return postage. The publisher assumes no responsibility for the return of unsolicited manuscripts, photos or artwork.

Copyright, 1957

LETTERS

to the Editor

CONCOURS PROTEST

As a spectator and follower of sports car events in Southern California, I attended the Concours d'Elegance held at Devonshire Downs, Sunday June 2nd, put on by the Cercle. After attending many such events I was surprised at the methods used here in judging cars.

In the Gran Turismo Coupe class a Mercedes-Benz 300SL won second place with a smashed-in front end, and a hood that could not even be raised to inspect the motor!

It was unfortunate that the owner was involved in an accident only three blocks from the Downs, but since when is sympathy used in judging a Concours? Or, was the Mercedes judged a winner because of his "club" affiliation? Thirdly, do movie stars rate more consideration than other entrants? One of whom was not around to open his trunk—yet awarded points—while a "nobody" was not around to unlock his hood and received no points on this inspection point.

Having read MOTORACING, and enjoyed it, for the past 15 months, I thank you will agree that this is not fair judging.

Geri Noethe,
North Hollywood, Calif.

THEY LIKED COVERAGE
Thanks again for magnificent Porsche Owners' Carrera to Ensenada coverage.

The Thielmanns
Los Angeles 64.

FAVORS PRO RACING

I am 27 years old and earn in the \$5000 a year bracket! I own and will drive a Chevrolet-powered Special with \$2800 and 2 years' labor invested. I am planning to run with Triple "R" Inc. rather than the (Amateur) Cal. Club. Why

If my car is successful enough to win or place in a race I will at least be able make back part of my investment. The Triple "R" purses are naturally made possible by paid admission. Where do the Cal. Club profits go? My car and all expenses involved in "Pro" racing will be in tax deductible. How can "Amateur Racing" beat this?

Robert Miller
Monrovia, Calif.

FATHER'S DAY GIFT

MOTORACING is our little girl's Father's Day gift to Daddy. He looks forward to receiving it and I read it too. We are avid sports car racing fans and enjoyed watching Mr. Shelby drive at Santa Rosa.

My husband has raced twice and maybe if teachers get a few more raises we can afford to do it again.

Mrs. Laurald Stebbins
Arcata, Calif.

ANOTHER HAPPY FAN

Please commence your bi-weekly MOTORACING in our direction. Enclose \$3 for yearly subscription. Excellent coverage by your depts. Enjoy all your articles featuring sports car events and photo highlights.

Wm. E. Gunderson
Los Angeles.

MORE COVERAGE SOON

I certainly enjoy your fine reporting. How about more coverage of Louisiana, Texas and the Gulf Southwest.

Jim Beck
Shreveport, La.

HOORAY FOR LAURING

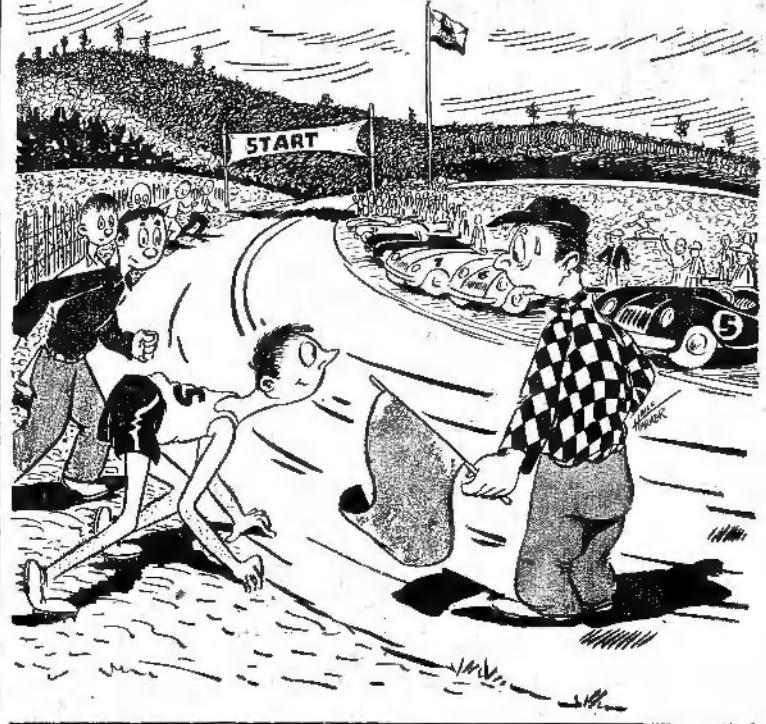
Three cheers and a tiger for Art Lauring! The need for amateur-type class divisions has existed ever since dry-lakes days. But why try to overturn that massive "amateur" racing group that apes the FIA? Mote ruts sua. Form the Group, Art—I'll join it, and race, too! Something I (and most of my acquaintances) wouldn't even consider under the ridiculous setup that pits MG against Porsche Spyder, or Osca against Fiat.

And incidentally, this might even help the money-bag type amateurs get more of us yokels to their events. Face it, we're a wee bit bored at paying \$2.50 to watch a herd of VW's putt around a course with 2-mile straights. Let's leave the big deals to the big boys, the little ones can take care of their own.

Joe Bruman
Sherman Oaks, Calif.

SPORTS CAR-TOON

By Bill Harmer



Where Are Those European Pilots For Monza Race?

By HENRY N. MANNEY III
(MOTORACING Staff Correspondent)

MONZA, Italy, June 12.—Entries for the "500 Miles of Monza" close June 15, according to the Automobile Club d'Italia, sponsors of the June 29 event.

In the Gran Turismo Coupe class a Mercedes-Benz 300SL won second place with a smashed-in front end, and a hood that could not even be raised to inspect the motor!

It was unfortunate that the owner was involved in an accident only three blocks from the Downs, but since when is sympathy used in judging a Concours? Or, was the Mercedes judged a winner because of his "club" affiliation? Thirdly, do movie stars rate more consideration than other entrants? One of whom was not around to open his trunk—yet awarded points—while a "nobody" was not around to unlock his hood and received no points on this inspection point.

Having read MOTORACING, and enjoyed it, for the past 15 months, I thank you will agree that this is not fair judging.

Geri Noethe,
North Hollywood, Calif.

THEIR LIKED COVERAGE

Thanks again for magnificent Porsche Owners' Carrera to Ensenada coverage.

The Thielmanns
Los Angeles 64.

FAVORS PRO RACING

I am 27 years old and earn in the \$5000 a year bracket! I own and will drive a Chevrolet-powered Special with \$2800 and 2 years' labor invested. I am planning to run with Triple "R" Inc. rather than the (Amateur) Cal. Club. Why

If my car is successful enough to win or place in a race I will at least be able make back part of my investment. The Triple "R" purses are naturally made possible by paid admission. Where do the Cal. Club profits go? My car and all expenses involved in "Pro" racing will be in tax deductible. How can "Amateur Racing" beat this?

Robert Miller
Monrovia, Calif.

FATHER'S DAY GIFT

MOTORACING is our little girl's Father's Day gift to Daddy. He looks forward to receiving it and I read it too. We are avid sports car racing fans and enjoyed watching Mr. Shelby drive at Santa Rosa.

My husband has raced twice and maybe if teachers get a few more raises we can afford to do it again.

Mrs. Laurald Stebbins
Arcata, Calif.

ANOTHER HAPPY FAN

Please commence your bi-weekly MOTORACING in our direction. Enclose \$3 for yearly subscription. Excellent coverage by your depts. Enjoy all your articles featuring sports car events and photo highlights.

Wm. E. Gunderson
Los Angeles.

MORE COVERAGE SOON

I certainly enjoy your fine reporting. How about more coverage of Louisiana, Texas and the Gulf Southwest.

Jim Beck
Shreveport, La.

HOORAY FOR LAURING

Three cheers and a tiger for Art Lauring! The need for amateur-type class divisions has existed ever since dry-lakes days. But why try to overturn that massive "amateur" racing group that apes the FIA? Mote ruts sua. Form the Group, Art—I'll join it, and race, too! Something I (and most of my acquaintances) wouldn't even consider under the ridiculous setup that pits MG against Porsche Spyder, or Osca against Fiat.

And incidentally, this might even help the money-bag type amateurs get more of us yokels to their events. Face it, we're a wee bit bored at paying \$2.50 to watch a herd of VW's putt around a course with 2-mile straights. Let's leave the big deals to the big boys, the little ones can take care of their own.

As for drivers—don't ask. Since their Union voiced boycott sentiments built around the "lack of safety" at Monza, I have yet to hear of an official entry from over here.

Official Placings in '500' Classic

INDIANAPOLIS.—Official final standings in Indianapolis Speedway 500-mile race, with speeds of the cars which completed the race and distance covered by others:

1—Sam Hanks, Pacific Palisades, Calif., Belond Exhaust Special, 135.601 miles an hour.

2—Jim Rathmann, Miami, Chiropractor Special, 135.382.

3—Jimmy Bryan, Phoenix, Ariz., Dean Van Lines Special, 134.246.

4—Paul Russo, Canoga Park, Calif., Novi Special, 133.818.

5—Andy Linden, Indianapolis, McNamara Special, 133.645.

6—Johnny Boyd, Fresno, Calif., Bowes Seal Fast Special, 132.846.

7—Marshall Teague, Daytona Beach, Fla., Sunair Special, 132.745.

8—Pat O'Connor, North Vernon, Ind., Sunair Special, 132.281.

9—Bob Veith, Oakland, Calif., Bob Estes Special, 131.355.

10—Gene Hartley, Indianapolis, Massaglia Hotels Special, 131.345.

11—Jack Turner, Seattle, Bardahl Special, 130.906.

12—Johnny Thomson, Boyertown, Pa., D.A. Lubricant Special, 129.871.

The following cars were still running at the finish but did not complete the 500 miles:

13—Bob Christie, Grants Pass, Ore., Jones & Maley Special, 197 laps, 492.5 miles.

14—Chuck Weyant, Springfield, Ill., Central Excavating Special, 196 laps, 490 miles.



Vignettes

By Gus V. Vignolle

CAL CLUB MUSCLES IN ON NORTHERN CALIF. TERRITORY

THE POWER-THIRSTY Cal Club, determined to scuttle the SCCA at all costs, especially since its president, Ken Miles, has again been banned by the National group, now stretches its tentacles in a flagrant attempt to invade the Northern California Region.

Let's start at the beginning. Miles has been *persona non grata* with the SCCA for some time. This is justified because the haw-hawed Limey has been giving the SCCA the shaft for a long, long time.

It goes without saying, of course, that the Westport Pharaohs, the National SCCA bigwigs, are a pack of aimless, babbling hooligans who neither know their clavicle from their elbow nor which way is up.

Seriously, it's that bad, and all you have to do is read Tom Wilson's column on page 7 regarding the Miles ouster to understand this. The Westport Pharaohs, however, apparently have opened one eye by sending a guy to the Salt Lake races who pitched Miles out on his derriere. It APPEARS—you can never be sure about the SCCA—that Miles will now be barred from ALL SCCA races. This shows that there is a vestige of hope for the SCCA.

Now, the San Francisco Region of SCCA had been working with the Army and other agencies for the building of a course called Laguna Seco near Fort Ord to supplant defunct Pebble Beach. The first race there is planned for Nov. 9-10. The Army specified its deal was with SCCA.

But the Cal Club heard that maybe the deal wouldn't go through—and here was a chance to muscle into someone else's territory and at the same time give the SCCA the shiv. You know, pat 'em on the back to find the soft spot for the knife.

Dear Ol' CSCC Wants to Be Considered

So Miles wrote to Lou Gold of the Monterey Chamber of Commerce, which was also working on the project, and asked that the CSCC be considered because it had the top drivers, etc., etc.

Mind you, whatever trouble may have been brewing among the SCCA up north had brought no repercussions, official or otherwise, as far as Fort Ord was concerned.

So last Friday night Miles and Ray Frug, CSCC treasurer whose accounting firm is paid by the club to handle its numbers work, hied up to San Francisco for a meeting with the northern SCCAers who also are members of the Cal Club. There were about 25 members and 15 or so guests and prospective CSCC members.

Miles, just as sweet as pie, told the gang that he felt the CSCC had been neglecting its northern members, that there was a vacancy on the Board of Pharaohs and wouldn't it be just lovely for the CSCC to consider filling that spot with some guy from the north (Ed Gaspar or Jean Kunstle maybe?).

It was obvious now the CSCC's intent was to compete with the SCCA for courses and races up north as well as down south.

Summed up, this soft poop got the cold shoulder. But Miles persisted. He said his club had m-o-n-e-y, that it was nonprofit (ha!), that it did not have to deal with sponsors and that it was in a position to return a PERCENTAGE (get that) of the proceeds to charity.

Someone asked how much the Cal Club had. Frug got up. He said simply: "In excess of \$15,000."

So far, Waldo, not a word about the Fort Ord race. Miles was shadow-boxing very nimbly, thank you, pirouetting ever so neatly.

Finally, Josh Hogue, the sports car racing editor of the San Francisco Chronicle, tired of Miles muttering patois, got up and said: "So far you've been talking about generalities, but how about being specific, mister? What are you talking about?"

He Said There Was Nothing Specific

Miles mumbled that there was nothing specific. "We just want to discuss this with you," he croaked, throwing Hogue on the defensive. "We don't want to be involved in anything controversial."

Another pip: Someone asked about the status of Jean Kunstle with the Cal Club. Kunstle has been thrown out by National SCCA for one year for accepting \$1500 at Sebring.

Miles said the Cal Club was not going along with the SCCA on the ouster because Sebring was an International event. In other words, Kunstle, with whom we have no beef, is eligible for all CSCC "amateur" races (he has competed in one, Santa Barbara, since he got the heave).

This is a direct affront to the SCCA. Now hang on to your seat Bolivar. Just a couple of weeks ago Miles wrote to Howard de Villeroy of the Kern County Sports Car Club regarding the Triple-R (pro) races in Bakersfield. He wrote, in part: "Please be advised that, acting in AGREEMENT (the caps are ours) with the Sports Car Club of America, any person taking part in this event will be suspended from participation in events sponsored by the California Sports Car Club AND THE SPORTS CAR CLUB OF AMERICA (the caps are ours) for the period of one year."

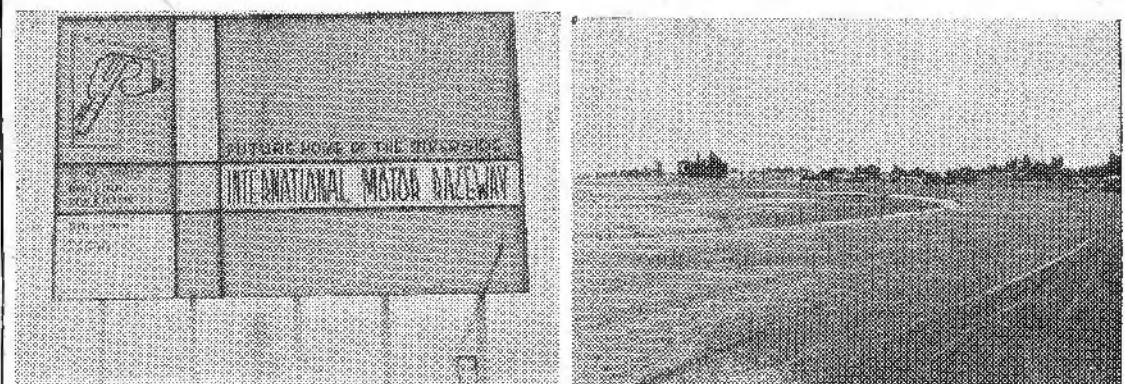
Eight days later this highly-unpopular Miles character (he was not elected president of the CSCC by the members, but by the Board of Pharaohs) wrote in the CSCC membership, in part (on the same subject): "... both the California Sports Car Club and the Sports Car Club of America construed this event to be a professional event and that participation therein would lead to automatic suspension for a period of one year in BOTH California Sports Car Club and the SPORTS CAR CLUB OF AMERICA events (the caps are ours). The contents of the letter (the one to de Villeroy) was approved by the Regional Executive of the SPORTS CAR CLUB OF AMERICA (the caps are ours)."

The Cal Club Plays It Really Cool

So the SCCA goes along with the Cal Club when and if the latter decides to kick somebody out on pro charges!

But when the SCCA gives Kunstle the boot on his own admission that he took the filthy lucre, the Cal Club, in effect, tells the banished one not to worry, for those oppressed and persecuted by the lousy SCCA can always find sanctuary within that rock-ribbed of all "amateur" strongholds—the California Sports Car Club. Shucks, don't worry about a racing lack. To hell with the SCCA. You can race with us, kid!

Remember, too, that Miles co-drove with Kunstle, although he



Vignolle & Powell

ALL PAVING was completed last week at new Riverside International Raceway and first race is planned for August. Upper right-hand section of course on sign is not included in layout, which measures nearly 4 miles. At right is banked turn coming out of the main straightaway. Much work is still ahead, including access roads, miles of fencing, pits, etc.

CALENDAR

JUNE
15-16 — CSCC Sports Car Road Races, Paramount Ranch.
22-23 — Le Mans 24-hour Race, France.
22-23 — Chicago SCCA National Sports Car Road Races, Elkhart Lake, Wisc.
29-30 — San Francisco SCCA Sports Car Road Races, Santa Clara.
29-30 — SCCA Sports Car Races, Thompson, Conn.
30 — Riverside Racing Ass'n Sprints or Midgets, De Anza Park, Riverside.
30 — 500cc Club of America & Grand Prix Riders' Races, San Diego, Calif.

KIZER'S GARAGE

Specialists in all body and fender work on sports cars; particularly specialists in aluminum body work.
2809 S. Crenshaw Blvd., Los Angeles RE. 2-0470

Specialists in Service for Jaguar — MG & Austin-Healey
Now Specializing in LANCIA
OSSIE & REG
5406 W. WASHINGTON
(Corner Washington and Hauser)
LOS ANGELES 16, CALIFORNIA
WEBster 4-2665

HARRY MANN CHEVROLET
IS THE LARGEST

NEW & USED CORVETTE DEALER

IN AMERICA!

ALSO: THE LARGEST PARTS STOCK

**NOW IN STOCK
4 SPEED GEAR BOXES
Positraction Rear Axles**

**CRENSHAW & SLAUSON
LOS ANGELES — AX. 4-6101**

LODGE WINS INDIANAPOLIS

Indianapolis, Indiana, May 30th, 1957. The revolutionary Belond Exhaust Special, owned by George Salih and driven by Sam Hanks, won with LODGE SPARK PLUGS in this year's record-breaking Indianapolis 500-Mile Race.

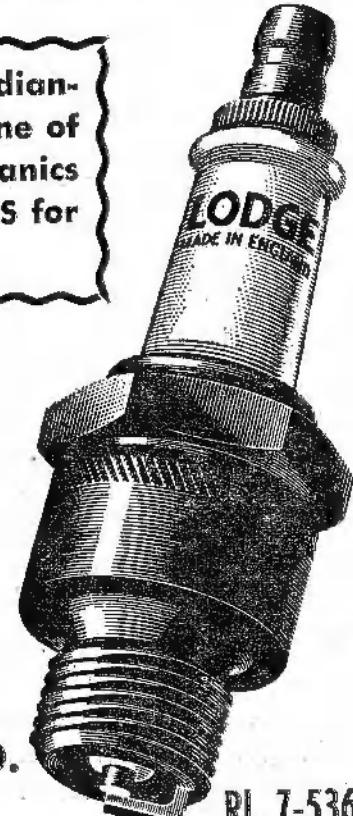
LAST YEAR, Hanks placed second at Indianapolis and was the top finisher of nine of the nation's leading driver-mechanics teams who chose LODGE SPARK PLUGS for ultimate performance.

This victory completes a LODGE sweep of Le Mans, Sebring, and now Indianapolis during the past year.

HANKS' NEW INDIANAPOLIS RACE RECORD 135.601 mph average speed was nearly 5 miles faster than the previous record.

LODGE SPARK PLUG CO.

401 East Washington Blvd., Los Angeles 15, Calif.



RI. 7-5365



• Checkered Flag

By Art Lauring
Los Angeles Times Columnist

BOONDOGLING DETROIT GETS OFF SPEED KICK

ACCORDING TO wire service dispatches from Detroit, henceforth speed will be considered a dirty word in the lexicon of the hucksters promulgating Yankee-built automotive product.

This is the rumble handed down by the Automobile Manufacturers' Association. In other words, the Big Three and the lesser fabricators of Yankee road machinery will emphasize "safety," reliability and comfort.

Evidently the number of horses under a hood will be soft-pedaled. And for a factory representative, dealer or salesman to so much as mention torque, get-away or acceleration will be tantamount to carrying a party-card and waving the magenta banner at a GOP rally.

The dispatches go on to say that the manufacturers should not take part in or allow their dealers to take part in any event even SUGGESTING racing or speed.

This, to your chronicler, makes as much sense as did the old Volstead Act. In other words factories AND dealers will probably go "underground" with their racing activities.

SCREAM ABOUT SPEED

Evidently Detroit is sensitive about the constant yak of the National Safety Council and political, moral and social high-binders who scream about Speed and who point agitated, trembling fingers at the "horsepower" race and racing in general.

Of course it would be too much to expect the NSC and conferees to make a logical and sensible approach to safety. For example, the State licensing authorities could give more stringent physical and driving-skill tests to operators.

Detroit could admit that the brakes on the average family car plain stink: that with few exceptions steering is even worse and that thus far only one manufacturer has even tried to provide decent suspension. On the other hand Detroit could, if it had the intestinal fortitude, defend its horsepower implementation by pointing out that cars are fatter and heavier and have power-driven windows, six-way seats, steering, brake applicators, air-conditioning units and, for all this scribe knows, low-fi and hi-fi.

IT TAKES POWER

Well it takes power to run these gadgets and also propel a two-plus ton vehicle. Of the average 300 generated by a family car engine, barely 150 of these horses ever reach the traction wheels.

Sure a few cars can hit 110-plus mph. But very few drivers get there for the simple reason

MICHELIN TIRES

STEEL-CORD

Because of its steel-cord bracing, the tread is not subject to distortions which are the cause of tread slip. Thus Michelin "X" tires provide better grip and traction on wet roads, in mud, sand or snow than even the heavily patterned tires. It is also because of the absence of distortions—and therefore of shuffling—that the tread gives

TWICE THE MILEAGE

CALL Citrus 1-1123 for TIRE SIZES

HAL MOODY

4698 SAN FERNANDO RD.

GLENDALE, CALIF.

Citrus 1-1123

Shelby Wins In Maserati At Lime Rock

LIME ROCK, Conn., June 9—Lapping the entire field except for second-place Lake Underwood, Carroll Shelby of Dallas, won the 40-lap SCCA National event here today before 10,000 spectators in a 3-liter Maserati.

Underwood piloted a Porsche 550RS in a brilliant effort. The heartbreaker was Walt Hansgen's fourth-place finish in a D-Jag. Hansgen was second until his fuel injector became clogged, possibly due to dirt, and a quick pit stop let Underwood and John Fitch go by. Fitch, also D-Jag, nailed third, Hansgen placed fourth and Bruce Kessler was fifth in a Ferrari Testa Rossa. Failing oil pressure put Johnny Von Neumann out of the event when he was battling for fifth with Kessler.

40-lap MAIN EVENT—Carroll Shelby, 3-liter Maserati; Lake Underwood, Porsche 550RS; John Fitch, 3.8 D-Jag; Walt Hansgen, D-Jag (F.I.); Bruce Kessler, Ferrari T.R. Winning average: 80mph.

UNDER 2-liter modifieds—Kessler, Ferrari T.R.; Charles Wallace, Porsche RS; Underwood, Porsche 550RS.

E & D Production—Gaston Andre, Morgan TR3; Col. Robert Kuhn, Ace-Bristol; Col. Frank Moore, Austin-Healey 100M; Maj. G. G. Geltner, Austin-Healey 100M.

B & C Production—Barky Henry, Chev. Corvette; Dr. Dick Thompson, Chev. Corvette; Jack Crusoe, Jag. XK140MC; Bob Reubin, Jag. XK120M.

JUNE
15—Universal Studio SCC Rallye.
15-16—Milwaukee SCCA Hill Climb, Rib Mountain, Wausau, Wisc.
15-16—New England SCCA 7th Annual Mt. Equinox Nat'l Hill Climb, Manchester, Vermont.
15-16—San Fernando FCCA Sleep-In Bag Rallye.
16—NATIONAL RALLYE DAY FOR MUSCULAR DYSTROPHY CHARITY—ALLCLUBS.

16—La Jolla SCC Torrey Pines Rallye III, Parking Lot, Organ Pavilion, Balboa Park, San Diego, 9:01 a. m. Approx. 200 miles. (For Muscular Dystrophy).
16—Jaguar Owners Ass'n Rallye and Tea for Muscular Dystrophy, 13517 Victory Blvd., Van Nuys, 12 noon—Tea, 5 p. m.
14-16—LISCA 1st Ellenville Nat'l Hill Climb, Ellenville, N. Y.
20-23—Geneva Rallye, Switzerland.
22—Compton FCCA Championship "Over the Hill" Rallye III, Compton College, 1 p. m.
28—Republic Motor SC Sight Surprise Rallye.
29—Paramount Studio SCC Rallye.
30—Southwest SCC 2nd Annual Rallye de no Snailo, 8 p. m., approx. 6 hrs.
30—Porsche Owners' Club Rallye, Market at Hollywood Way—Glendale Blvd., Sun Valley, 8 a. m.

* indicates So. Calif. Council approved.

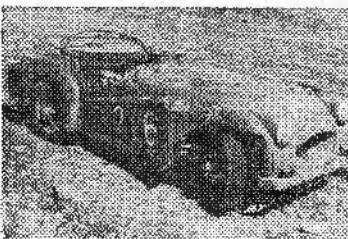
Need a driver or navigator or do you want to drive or navigate? Call Evvie Vogler, Rallye Partner Bureau, Tropango 4042.

SOUTH BAY IMPORTED CAR CENTER

BOB DRAKE
GEORGE DILLAWAY
JOHN LUMKIN
SPORTS CAR
RACING SPECIALISTS
Road Tuning • Speed Tuning
Complete Service Dept.
610 TORRANCE BLVD.
REDONDO BEACH
F.R. 2-8104

WINNERS

Johnny Thomson won season's first USAC National Championship 100-miler at Langhorne, Pa., Speedway June 1. Rodger Ward won season's second 100-miler June 9 at Milwaukee. Wayne Weller won URA midget 100-lapper at Phoenix, June 8. Johnnie Wood won URA 30-lap feature at Gardena Stadium June 9. Ed Pagan, 1957 Ford, won NASCAR late-model feature at L.A. Speedway June 8.



CASUALTY—At last Paramount races this Triumph sports car, driven by Rod Bowers, flipped. Races are slated there this week-end.

AD LIBS

(Notes about our advertisers)

Lodge Spark Plugs advises MOTO-RACING that Sam Hanks' winning mount at Indianapolis was equipped with "The Power Plug." More and more drivers are turning to Lodge for winning performances, points out Peter Page and Jack Bell.

Joe Hunt, the magneto mogul, phoned to say that he'd supplied the mag for Hanks' sleek new car built by George Salih. Makes the sixth straight year Indy winners have used Hunt's mags, he emphasized.

Largest shipment of Renaults from France was celebrated with a press party by Johnny Green, Renault distributor. Press crew left from Green's famed outdoor display at Wilshire and Fairfax and rode via bus to San Pedro.

Jim Rush of Rush Chevrolet in Gardena urges all Corvette owners to check with him for those hard-to-get parts. Also says to be sure for all owners to take advantage of free dyno

Frank Milne of Harry Mann Chevrolet in L.A. also has lots of Corvette goodies, including 4-speed gearboxes and positraction rear axles.

Bakersfield Concours

June 1, 1957

OVERALL WINNER—Charles Eddy, Bakersfield—Black MGTD

Class 1—Up to \$2400. 1. Charles Eddy, MGTD; 2. Harley Hardy, VW; 3. Don Prodwald, VW.

Class 2—\$2400-\$3000. 1. Tony Crocker, Borgward.

Class 3—\$3000 to \$5000. 1. Kay DeVillroy, Jaguar; 2. Dr. B. G. Stewart, 190 S; 3. Al Cecchel, Alfa.

Class 4—\$5000 to \$10,000. 1. Jim Bennett, Aston Martin.

Competition Class. 1. F. C. Burt, MGTC; 2. Cliff Barber, Austin-Healey; 3. Bill Krause, D-Jaguar.

STEARNS RESTAURANT—DOUGLAS SPORTS CAR CLUB CONCOURS

June 9, 1957

CLASS 1A SPORTS CARS UP TO \$2,400—1. 1949 MGTC, Arthur J. Vitarelli; 2. 1948 MGTC, R. J. Carter; 3. 1948 MGTC, Frank Mason.

CLASS 1B SPORTS CARS \$2,401-\$3,300—1. 1955 Austin-Healey 100, Mal Doherty; 2. 1957 MGA, Win Smith; 2. 1956 Porsche Speedster, Joe Hanson; 3. 1956 Alfa Romeo Spyder, Mr. & Mrs. Richard Guyette; 3. 1957 MGA, Tom Hulbert; 3. 1956 Morgan (TR-2), Bob Koskoff.

CLASS 1C SPORTS CARS \$3,301-\$5,700—Best of Show, 1957 Lancia Gran Turismo, Marion A. Weber; 1. 1956 Mercedes-Benz 190 SL, Jack Coerne; 2. 1953 Jaguar XK120M, Slim Larned; 3. 1955 Jaguar MC, Arthur M. Wilson, Jr.

CLASS 2A TOURING to \$2,400—1. 1956 Volkswagen, Lou Turchi; 2. 1954 Volkswagen Sun-roof, Robert & Dolores Montgomery; 2. 1957 Volkswagen, Bob Leaham; 3. 1956 Volkswagen, William Valdez; 3. 1957 Volvo, Philip Hirsh; 3. 1955 Volvo, Donald I. McCollister.

CLASS 2B TOURING \$2,401-\$3,300—1. 1951 Simca 8 Sports, Roy Dobbs; 2. 1957 Renault Alpine Mille Miglia, Clarence Covert.

CLASS 2C TOURING \$3,301-\$6,000—1. 1956 A.C. Aceca, Harvey Thompson; Best DSCC, 1956 Jaguar XK140M, R. M. Laycock; 2. 1954 Jaguar XK120M, Robert & Eleanor Raucher; 3. 1953 Alvis TA 21, Alberto & Moya Morin.

CLASS 2D TOURING OVER \$6,000—1. 1955 Aston Martin DB2-4 Coupe, Don Schoenert; 2. 1952 Aston Martin DB2 Coupe, Ed McNeilly; 3. 1957 Mercedes-Benz 300 SL, Earle Bruce.

CLASS 3 PRESTIGE—1. 1957 Mercedes-Benz 540K, M. L. "Bud" Cohn; 2. 1937 Mercedes-Benz 540K, Otto Zipper; 3. 1938 Delage Convert, Thel Simonson.

CLASS 4 AMERICAN CLASSIC—1. 1928 Packard 8 Phaeton, Tom Wolfe; 2. 1937 Cord 812 Sedan, E. W. McFarlin; 3. 1931 Pierce Arrow Convert, Irving Blonder.

CLASS 5 COMPETITION—1. 1956 Nichols Panhard Roadster, Dr. Douglas Snow.

CLASS 7 ENGLISH CLASSIC—1. 1937 Jaguar SS-100, Serge Krizman; 2. 1938 Austin Landauette, Wendell & Helen Williams.

CLASS 8 AMERICAN SPECIAL INTEREST—1. 1930 Ford Sport Coupe, Claude Graw.

Special dinner was held at the El Tejon Hotel Saturday night. Trophy girls from Bakersfield Junior Chamber of Commerce—Angela Beliuomini, Sue Sheffler, Jean Church. Special thanks: Joe Henning, Head Judge; O. C. and Bev Rich, Judges; Howard and Ed DeVillroy, Kern County Sports Car Club; Chuck Cornett, Fresno; Triple "R".

PORSCHE

PORSCHE 1600 COUPE

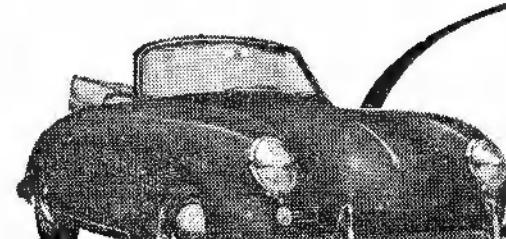
All 3 Porsche Models have all these Porsche race-tested features:

- Air-Cooled Rear Engine
- Torsion Bar Suspension
- Servo-Mesh Transmission
- Twice-Size Brakes



PORSCHE 1600 CONVERTIBLE

No other sports car gives you Porsche's big-car comfort!

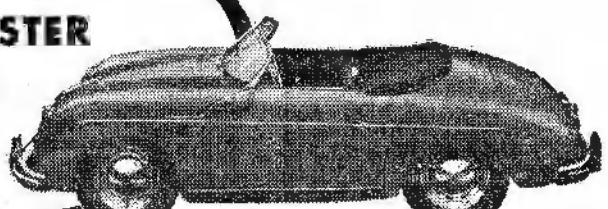


PORSCHE 1600 SPEEDSTER

Various Porsche models

from

\$3215



See and drive the Porsches at one of these key dealers:

BAKERSFIELD—P & S Motors, Inc., 1105 24th Street

BEVERLY HILLS—Precision Motor Cars, 9717 Wilshire Blvd.

GLENDALE—Allied Brothers, 219 W. Colorado St.

HOLLYWOOD—Competition Motors, 1219 Vine Street

LONG BEACH—Storey-Ricketts, 740 American Ave.

NO. HOLLYWOOD—Europa Motor Car Co., 11055 Ventura Blvd.

PASADENA—Kraus Motor Co., Inc., 2124 E. Colorado St.

RESEDA—Michelmore Motors, 6957 Reseda Blvd.

SAN BERNARDINO—Bering Monroe Motors, 24898 Base Line

SAN DIEGO—San Diego Motor Imports, 1270 Columbia St.

SANTA MONICA—Ralph Cutright, Inc., 1530 Wilshire Blvd.

VAN NUYS—Gene Klein Motors, 5511 Van Nuys Blvd.

PHOENIX, ARIZONA—Morgensen Motors, 1402 N. Central Ave.

1219 Vine Street, Hollywood 38, California

Sub-Distributor for Southern California, Southern Nevada, and Arizona

Runyan

DIVISION OF
BRIGHAM-ST. JOHN, INC.
EVERYTHING
for the
Sports Car Owner

MOST COMPLETE STOCK
OF SPORTS CAR PARTS

FREE PARKING
1/2 SQUARE BLOCK
IN THE REAR

ACCESSORIES
ON DISPLAY
LUCAS

Original Equipment
RACING GEAR
BELTS - GOGGLES
DRIVING GLOVES
HELMETS - VISORS
FIRE EXTINGUISHERS
STOP WATCHES - LIGHTS
CLIP BOARDS - CALCULATORS
DRIVING LIGHTS
LUGGAGE RACKS
STEERING WHEELS
TONNEAU COVERS
TOPS TIRE COVERS
HUNDREDS OF
OTHER ITEMS

JEWELRY
KEY CHAINS
WATCHES
LAPEL PINS

BOOKS

Racing - Rallies
Maintenance - Brockbank
Complete Line
Volkswagen Accessories

FREE

Book of complete
specifications on all
popular British cars.

1957 CATALOGUE

97 pages of Parts, Accessories
with specifications, conversion
charts and man hour schedule.
Only \$1.00, Returnable on
First Purchase.

DISCOUNTS
ON
SAMPLES
OVERSTOCKS
CLOSEOUTS, ETC.

MOST
COMPLETE
PARTS LINE
IN THE WEST

★
COME IN &
SEE
RUNYAN

DIVISION OF
BRIGHAM-ST. JOHN, Inc.

7715

MELROSE AVE.
3 BLOCKS EAST OF FAIRFAX

Tel. WE. 8-2724



THIS MG REALLY GOES

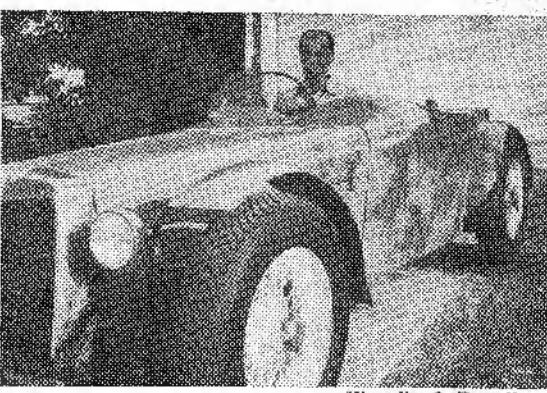
One of the real eye-openers at the recent CSCC Santa Barbara road races was the Saturday effort in the rain turned in by Harold (Bob) Erb, of La Habra, in his supercharged MG-TC.

His noteworthy achievement was placing third behind Eric Hauser (Balchowsky Buick Spl.) and Bob Drake (Aston Martin BD3S) in the big race.

It meant a class (E) victory for Erb—and he finished ahead of a D-Jag, Cad-Kurtis, three Ferri Monza, Mercedes Buick, a 4.9 Ferrari (driven by Phil Hill), Buick Kurtis and other assorted cars.

Veteran road race followers do not recall such an outstanding race—it was a 10-lapper by an MG competing with the big-bores.

Erb, a mechanic and service manager for Continental Mo-



—Vignolle & Powell

HAROLD (BOB) ERB AND HIS HOT MG-TC

tors in Whittier, has been racing since 1949. His first race with this car was in 1950 at the old Carrell Speedway and he was overall winner. He completed in 10 or 12 races a year, and the last one in the MG was at Hansen Dam, when he burned out some bearings.

Short coupled, the car was perfect for the course in the wet against the bigger cars with too much torque. The car, however, did not race Sunday, having thrown the belts off the blower. They were a special size and could not be found anywhere in Santa Barbara.

An E modified racer of 1486cc s/chg displacement, it has a completely new suspension, Studebaker rear end adapter, Alfin brakes, radius rods on the front axle and an engine competition block from the factory. The car weighs about 1400 pounds.

Erb also has raced big machinery, such as Ronnie Milosevich's D-Jaguar, when Pete Woods was under suspension.

He's racing at Paramount this weekend. Keep an eye on Erb and this hot supercharged MG-TC.

READ
MOTORACING
REGULARLY

T-SHIRTS—CLUB JACKETS—CLUB EMBLEMS

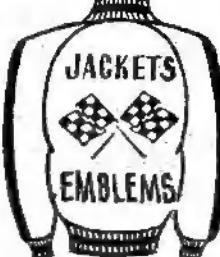
OUR REPRESENTATIVE WILL COME TO YOUR CLUB
MEETING ANYWHERE IN SOUTHERN CALIFORNIA

ATHLETIC "SPORTS" CO.

P. O. BOX 748

BURBANK, CALIFORNIA

OUT OF TOWN ORDERS FILLED



PHONE
Los Angeles
and Vicinity
VI. 9-5245

PHONE
San Fernando
Valley and
Vicinity
TH. 2-5370

TROPHIES . . . FREE CATALOG

DEFEND YOUR GRILLE

- Bolts directly to the frame
- No holes to drill
- Rugged 1-pc. construction
- Exceptionally strong
- "Custom Quality" chrome plated
- Made of 1" diameter, extra heavy, structural steel tubing
- Custom designed for the MGA

\$18.75

Price includes
Postage—Add
4% Tax in Calif.
Sorry No C.O.D.

SEE THESE ON DISPLAY AT:

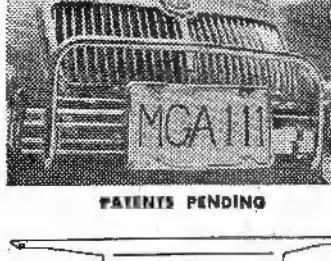
MG Mitten Co.
3044 N. San Gabriel Bl.

British Motor Car Co.
9372 Wilshire Blvd.

Williamson Motors
3153 W. Pico

Los Angeles

MOUNT YOUR FRONT LICENSE PLATE



LICENSE PLATE MOUNT

- Meets California & other states requirements (License Plate must be at least 12" from the ground)
- Drag-Proof
- Bolts rigidly to front bumper
- No holes to drill (Uses same mounting holes as the British bracket)
- Rugged 1-pc. construction
- Made of heavy gauge aluminum
- Custom designed for the MGA

\$1.75

Price includes
Postage—Add
4% Tax in Calif.

Or Order Directly From

ACCESSORY ENGINEERING
P. O. BOX 415, MANHATTAN BEACH, CALIFORNIA

DEALER INQUIRIES INVITED

Salt Lake Race Charts

Second Annual Great Salt Lake Road Races. Salt Lake Airport No. 2, Midvale, Utah. Course—2.3 miles. Staged by Salt Lake Region of Sports Car Club of America and sponsored by The Guardsmen.

SATURDAY, JUNE 1

(Shakedown races to determine Sunday grid positions.)
Races 1 and 2—Novice drivers—all classes. 5 Laps. Time 11 min., 39.4 sec.
Avg. speed 52.045.

FIN. POS.	NO.	CAR	DRIVER	CLASS FINISH	SEC. BEHIND
1	59	Monza Ferrari	Jim Conner	D 1	
2	66	Corvette	Steve Netolicky	B 1	:03
3	25	Jag XK140	Bill Smith	C 1	:03.5
4	16	Lotus	John Miller	G 1	:10
5	98	Corvette	Bob Morrison	B 1	:33
6	33	Porsche	Monte Hunsaker	E 1	:40
7	9	Jag XK 140	Pete Greene	C 2	:40.5
8	111	Corvette	Kent Duffin	D 3	:42
9	13	Aus. Healey 100M	Bob Frahm	D 1	:51
10	40	Aus. Healey 100	Dennis Shattuck	D 2	:59
11	113	Porsche	Lorry Grube	F 4	1:05
12	18	Corvette	Robert Knapp	B 3	1:05.5
13	93	MG-A	Robert Holt	F 3	1:09
14	69	Porsche	Boyd Groberg	F 4	1:32
15	48	MG-TF	Art Cannon	F 1	1:46
16	77	MG-A	Dr. O. W. Hardy	F 5	1:52
17	21	MG-A	Ivan Hurst	F 6	2:03
18	444	MG-TF	Clark Sanford	G 2	2:04
19	28	Panhard	L. E. Colt	H 1	2:21
20	34	TR-3	Frank Naden	E 1	2:26
21	1	Simca	Dan Robinson	E 3	2:34
22	19	MG-TD	Bruce Ririe	G 4	2:45
23	36	DKW	Milt Wagstaff	DNF	
24	20	TR-3	Fred Demetrovick	DNF	
25	141	Mercedes 300SL	Deno Vichos	DNF	

Races 3 and 4—Senior drivers—all classes. 5 Laps. Time 10 min., 14.4 sec.
Avg. speed 67.187.

FIN. POS.	NO.	CAR	DRIVER	CLASS FINISH	SEC. BEHIND
1	11	Ferrari 2.5	J. Von Neumann	D 1	
2	44	Hagemann Sup. Spt.	John Barneson	B 1	:01
3	55	Porsche Spyder	Sam Weiss	F 1	:09
4	54	Aston Martin	Rod Carver	D 2	:44
5	14	Aston Martin-Chevy	Jack Graham	C 1	1:09
6	208	Mercedes 300 SL	Ron Ellico	G 1	1:09.4
7	63	Austin Healey 100 S	W. B. Pringle	D 1	1:14
8	46	Lotus	Jim Hughes	G 1	1:20
9	171	AC Bristol	Jim Orr	F 1	1:24
10	4	Mercedes 300 SL	Dr. Robert Paul	F 2	1:33
11	131	MG-A	Jim Parkinson	F 1	1:39
12	170	Porsche Super	Edward Vincent	F 2	1:39.6
13	8	Porsche Super	John Brophy	F 3	1:53
14	7	Porsche Carrera	Dan Herman	F 4	1:54
15	5	Porsche	Ralph Bowyer	F 5	2:01
16	250	Porsche	Stan Schooley	F 6	2:16
17	93	MG-A	Harry Banta	F 7	2:16.2
18	160	MG-A	Bob Brigham	F 8	2:16.7
19	165	Alfa Romeo	Ralph Ensign	G 1	2:27
20	22	MG-TD	S. M. Decker	G 2	IL :24
21	259	Renault	Ted Block	G-Sed. 1	IL :32
22	28	Panhard	Jack Miller	H 1	IL :53
23	38	Renault	Edward Parker	H 2	IL:1:13
24	91	MG-TD	Robert McNeal	G 3	IL:1:49
25	117	Cooper-Climax	Harry Banta	DNF	
26	155	TR-3	Gordon Rundblad	DNF	
27	87	Lotus	Paul Nau	DNF	
28	10	Mercedes 300 SL	Lek von Kaebsorg	DNF	
29	10	Lotus MK 1X	Skip Conklin	DNF	

Races 5—MG's under 1300 and Sedans. 8 Laps. Time 20 min., 28 sec. Avg. speed 54.44.

FIN. POS.	NO.	CAR	DRIVER	CLASS FINISH	SEC. BEHIND
--------------	-----	-----	--------	--------------	----------------



San Francisco Newsletter

• Dear Gus

By Tom Wilson

HERE WE GO AGAIN— ANOTHER BAN FOR MILES

DEAR GUS:

See Story on Page 1

Well, we are right back where we started—Ken Miles has again been banned by SCCA and his entry was refused at the Salt Lake races. Stacey Carkhuff, National Area Coordinator, notified the Salt Lake officials that any driver who raced with Miles would be suspended. The drivers, who raced at Salt Lake, were all hot for a go at it—to see if they could make the ruling stick, but local wheels acceded to the edict and Ken was notified.

In April, Len Pierotti, race chairman, wrote to Westport requesting a list of ineligible drivers, but to date has not received an answer. The same old silent treatment. Then Hughes, the National Secretary, points to The Red Book and quotes Section VI, Par. 8, laying down the law—the one that Eb Lunken chose to overlook at Palm Springs and Santa Rosa. Pierotti has never received one word from the Contest Board or the Activities Chairman. Hughes insists that the Miles case is just one of many that they intend to straighten out; there are several others who are verboten also. If Hughes is acting officially for Mr. Big, what has happened to the various committee chairmen?

HERE'S THAT MAN AGAIN

The Salt Lake Region developed themselves a slight case of internal friction and the Area Representative sent in such glowing reports of violations of the Red Book, that masterpiece of ineptness, that Hughes withdrew sanction of the race, two weeks before the race and after a lot of dough had been invested. Nobody seems to know by what authority. No word from Lunken or Charles Donley, Activities Committee Chairman.

But Jim Kimberly evidently learned a lesson from Hawaii and decided to investigate. He sent Carkhuff to Salt Lake and in 15 minutes Stacey had the situation well in hand and another race and region was saved for dear old SCCA. Positively will never know what

Jim has done to and for them. Just think what 15 minutes would have done for Hawaii. Still no word from Lunken or Donley. Has Hughes taken over and is he now running the whole works?

NO! NOT AGAIN?

The law has arrived on the Rio Grande. The Rio Grande Region arranged themselves a nice quiet little club race at Socorro but somehow the word got out. Hughes appeared with the Red Book in his pocket. It was all strictly legal but some of the West Coast drivers don't read so well. They had never heard about that edict concerning recaps. Just a bunch of pore boys who race for free and get along purty good on resoles.

After Rod Carveth, Alex Budurin, Tracy Bird, Bumpy Bell and Bobby Donner had started to pack and head for home, some of the local wheels decided that it might be possible to run the race under a new club, a la Hawaii and Sea Fair. That broke the spell, the Red Book disappeared, the race proceeded and a great time was had by all.

All except Kirt Kirchner. The Kirchner-Hughes Special left the course 14 times in 5 laps and then quit. The Coast boys seemed very unhappy up to this point. Something like the deal that Bruce Kessler got from Fitch and Hansgen at Lime Rock. The boys also observed that the exhaust system on that Hughes Special is not exactly Kosher and did not come out of the Red Book.

ANOTHER NATIONAL RACE HAS BLOWN

There will be no race at SeaFair this year. Combined with the \$3500 bite (with last year's fee) for a national race and also some considerable dissension in the ranks, it seems that the Northwest boys have lost their enthusiasm. In fact, they have organized a new race club called the impossible name of the International Conference of Northwest Sports Car Clubs. Several races have been held at Abbotsford and Ellensburg with small fields of club drivers and they have made money.



—Lester Nehamkin
ERIC HAUSER receives World Trade Week trophy from Starlet Donna Long after his two wins at Santa Barbara.

FITCH SCORES AT THOMPSON

THOMPSON, Conn., May 26—A Briggs Cunningham D-Jaguar piloted by John Fitch won the SCCA New England Region's road race feature before 7,250 fans here today on the new 2-mile Thompson Raceway course.

Walt Hansgen, also in a Cunningham D-Jag, led for 10 laps only to bump into an out-of-control Austin-Healey driven by Dave Symmes. The Jag's air scoops were bashed in.

First Race (Overall and Class G)—1. John Clapp (Alfa Romeo Veloce); 2. Allen Markelson (Alfa Romeo Veloce); 3. Tom Kerr (Alfa Romeo Veloce). MG Class—1. Charles Calanan (TC).

Second Race (Overall and Class F)—1. Bob Holvert (Porsche RS); 2. Briggs Cunningham (Porsche RS); 3. George Spelvin (Maserati 150S). Class H—1. Fred Turschman. Class G—1. Charles Rutan.

Third Race (Class F Production)—1. Bill Welsh (Porsche 1500 Super); 2. Duel Klinne (Porsche 1600); 3. Dick Lerner (Porsche 1600).

Fourth Race (Overall and Class D Production)—1. Gil Geitner (Austin Healey 100M); 2. Frank Adams (Frazer Nash); 3. Keene Annis (AC Bristol). Class E Production—1. Adams.

Fifth Race (Overall and Unrestricted Class)—1. Bob Bucher (Cadillac Allard); 2. Lex Dupont (Cooper); 3. Jack Crusee (Jaguar XK140MC). Class C Production—1. Crusee.

Sixth Race (Overall and Class C Sports)—1. John Fitch (Jaguar D); 2. Harry Carter (Jaguar D); 3. Bruce Kessler (Ferrari Testa Rossa). Class E—1. Kessler. Class D—1. Joseph Giubardo (Maserati 300S).

VIGNETTES BY VIGNOLLE

(Continued from Page 3)

claims not to have accepted any scratch.

At this same northern meeting, Miles then provided the biggest of all laughs, coming up with the height of understatement by an open declaration that he, along with drivers like Richie Ginther and Carroll Shelby, could be considered a SEMI-PRO. He said it was indeed a fine line between pro and "amateur."

I defy anyone to tell me that Miles is anything but an out-and-out professional. He is paid by John von Neumann to drive for him. Nothing else! On the surface he is Sam Weill's stooge, but check with Weill (or von Neumann, for that matter) to see if Miles earns his keep by any way other than racing that Porsche.

All of this from the guy who recently competed in a pro race in Mexico and who, some time back, was enmeshed in plans to stage a pro race from Ensenada to Mexicali (this idea is not completely dead, by the way).

Miles Not Exactly a Popular Character

Well, dearhearts, that's the story, except that Lester (Silent Smith, Nehamkin has a hunch the Cal Club Pharaohs have met (or are going to) with some of the Fort Ord brass, and that he warned us not to bet any dough that the CSCC wouldn't stage that Fort Ord race Nov. 9-10. Maybe because of his strong link with the Pentagon he knows something. (Lester generally knows EVERYTHING.)

But it is our solid belief that everything to the contrary notwithstanding, the Northerners, as a whole, strongly resent the CSCC's invasion of their territory, to say nothing of their musceling in tactics, cute as they are.

Furthermore, the band has never struck up "For He's a Jolly Good Fellow" whenever the Northerners' olfactory sense has told them Limey Miles was around!

Salt Lake Race Charts

(Continued from Page 6)

Race 10—Senior Drivers. Classes B, C, D and E Production and Modified.

30 Laps. 1 hr., 1 min. 29:06 sec. Avg. speed 67.55.	Ferrari 2.5	J. Von Neumann	D	1	:31
	Hagermann Sup. Spt.	John Barneson	B	1	:48
	Porsche Spyder	Sam Weiss	F	1	:40
		Merle Brennan	C	1	:30
	Brennan Beast	Rod Carveth	D	2	:31.5
	Aston Martin	Jimmy Hughes	G	1	:31.15
	Lotus	W. B. Pringle	D	3	:21.1:29
	Austin Healey 100S	Jim Orr	E	1	:31.2:00
	Ace Bristol	Dr. Robert Paul	C	1	:31.2:12
	Mercedes 300SL	Gordon Rundblad	B	2	:31.2:13
	TR-3	Lek Von Kaesborg	C	2	:41.1:28
	Mercedes 300SL	Robert Knapp	B	1	:51.1:39
	Corvette	Wm. A. Smith	C	3	:61.1:54
	Jag XK140MC	Robert Frahm	D	1	:11.1:52
	Austin Healey 100M	F. De Metrovich	E	3	:12.2:34
	TR-3	Deno Vichas	C	4	DNF

MAJESTIC

MUFFLER

STOCK MUFFLERS

FOR ALL
FOREIGN CARS

7000 MELROSE WALLY ALLEN, MGR. WE. 1-2554

Los Angeles 38

Haan & Hirsty

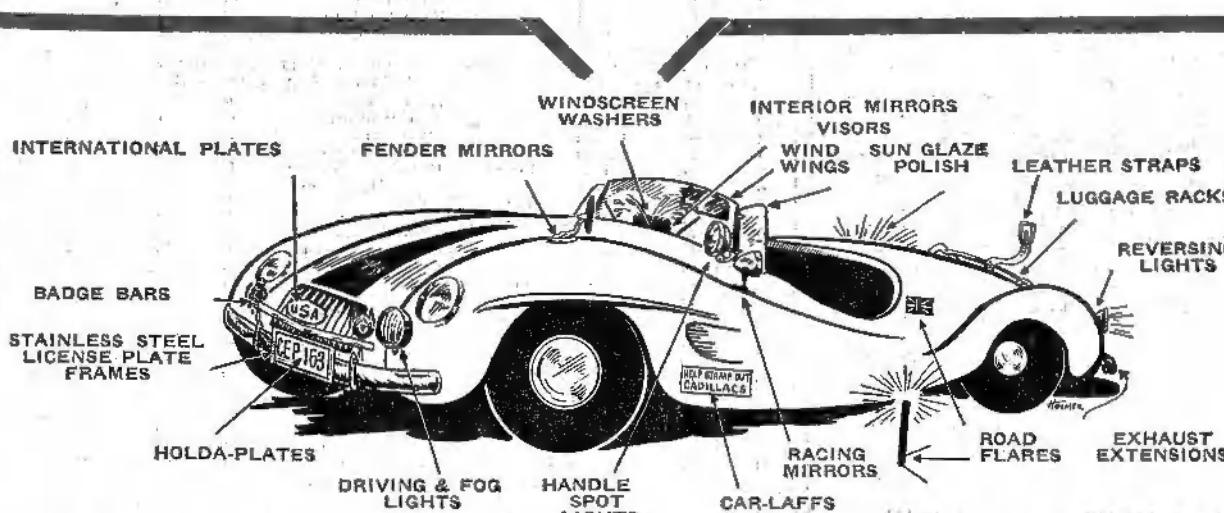
FOREIGN CAR SERVICE

... PARTS ... ACCESSORIES ...

11537-39 VENTURA BLVD., STUDIO CITY

VILEM B. HAAN WM. "BILL" HIRSTY

WHAT THE WELL DRESSED SPORTS CAR WILL WEAR with FOREIGN CAR ACCESSORIES FROM VILEM B. HAAN



LOOK FOR THE
FLYING
CHECKERED FLAGS

VILEM B. HAAN
10305 SANTA MONICA BLVD.
WEST LOS ANGELES, CALIFORNIA
CR. 1-3775 BR. 2-4700

OUR driver and co-pilot will, of course, wear Sports Motoralls. Their hands will be gloved with Salas-Sport Driving Gloves for that non-slip grip (only these Italian gloves have the double palm). They will enjoy double protection with the Impact Saf-Tee Belts and Shoulder Harness, the Anderson Crash Helmets and Shields or goggles. Should they find it necessary to stop and adjust the carburetors, check the battery or tighten the hubs—they have the equipment—our Uni-Syn Carburetor Synchronizer; our controlled Battery Filler Bottle and that 4½ lb. Knock-Off Copper Hammer. To further add to their comfort and convenience they will have a readily accessible Fire Extinguisher and a compass "just in case." In the event that our drivers are Rallye-bound they'll require Boards, Calculators, Rallye Pads, Stopwatches, Stopwatch Clips, Lights and a Sissy Grip for the Navigator . . . AND when they shop at VILEM B. HAAN for Accessories there will be no parking problems—plenty of free space in the rear for your little jewel.

COME SEE THESE SPORTS CAR

GOODIES TODAY!

MAIL ORDERS FILLED



Winning Rallye Techniques

By Gail Ann Holden
1956 SCCSCC CHAMPION NAVIGATOR
RALLYE DE ORO FOR A
TRULY WORTHY CAUSE

MANY REQUESTS have been made that a news coverage of current navigational rallies be incorporated in this column. The desire has also been expressed for a continuation of the rallye tips and procedures. In the future this column will carry information of both types, and questions on any subject pertaining to navigational rallies will be welcomed.

"We drive that they may walk" . . . This slogan highlights a concerted effort by many Southern California sports car clubs to make Rallye De Oro III, scheduled for July 21, a memorable event.

Staged for the benefit of the Muscular Dystrophy Association of America, Inc., De Oro is a SCCSCC sanctioned "open event" and will be run in strict accordance with the 1957 Council Rallye Code.

MANY CLUBS COOPERATING

As of this writing, more than 20 clubs in this region have expressed willingness to participate by making this year's De Oro their club event for July. Those clubs which have already planned events for that month are asked to notify their membership of De Oro and to extend an invitation to join in the event, as trophies will be awarded to the best finisher from all participating clubs. Any club not yet contacted can receive full information concerning Rallye De Oro III by contacting Bob Piercy at AX 1-9373.

Rallye De Oro III will start and end at the Rose Bowl parking lot in Pasadena. First car out at 8:31 a.m. The event will run under six hours. Entry fee — \$5.00. No post entries will be accepted—please see your club events chairman for entry forms. He will have them soon. If you are not affiliated with an organized sports car club, please contact Piercy for your entry blank.

OVER 100 AWARDS
Trophies will be awarded the first 25 over-all finishers (driver and navigator). There will be team awards, as well as best-of-make for all popularly known sports cars. In addition, driver-navigator trophies will go to the best finishers from every sports car club represented by entrants in the rallye. Many special awards will be

HOW THEY LED IN 500 CLASSIC

50 MILES	
1—P. Russo	6—Sachs
2—Hanks	7—Bryan
3—O'Connor	8—Linden
4—Agabashian	9—Boyd
5—Bettenhausen	10—Thomson
Russo average speed	139.749 m.p.h.
100 MILES	
1—Hanks	6—Sachs
2—P. Russo	7—O'Connor
3—Bryan	8—Bettenhausen
4—Agabashian	9—Boyd
5—Linden	10—Thomson
Hanks average speed	140.023 m.p.h. (record).
200 MILES	
1—Hanks	6—Boyd
2—P. Russo	7—Linden
3—Rathmann	8—Teague
4—Agabashian	9—Thomson
5—Bryan	10—Veith
Hanks average speed	135.740 m.p.h. (record).
300 MILES	
1—J. Rathmann	6—Bryan
2—Hanks	7—Teague
3—Reece	8—Veith
4—Linden	9—Boyd
5—P. Russo	10—Hartley
Rathmann's average speed	134.355 m.p.h. (record).
400 MILES	
1—Hanks	6—Bryan
2—J. Rathmann	7—Boyd
3—Reece	8—Veith
4—P. Russo	9—Teague
5—Linden	10—O'Connor
Hanks average speed	134.869 m.p.h. (record).
450 MILES	
1—Hanks	6—Linden
2—J. Rathmann	7—Boyd
3—Bryan	8—Teague
4—Reece	9—O'Connor
5—P. Russo	10—Veith
Hanks average speed	135.366 m.p.h. (record).

RALLYE DE ORO FOR A TRULY WORTHY CAUSE

presented, too. All told, more than 100 trophies are up for grabs. (Dash plaques for each car entered, of course.)

MUSCULAR DYSTROPHY, a dread disease affecting more than 200,000 Americans (over half of them young children), cannot as yet be cured. Funds are desperately needed to further research projects and bring the day closer when this disease, now 100% fatal, can be brought under control.

YOUR CONTRIBUTION

No money over and above the regular entry fee will be solicited. Generous trophy contributions will allow the entire proceeds from the rallye to be turned over to Muscular Dystrophy. You can do your part by showing up for what promises to be the largest single navigational sports car rallye ever held in this country.

Sports CARnival Big Success!

It is expected that more than \$8000 was netted in the first annual International Sports CARnival staged June 2 at Devonshire Downs in San Fernando Valley, officials reported.

The money will be applied toward the construction of the Valley Presbyterian Hospital at Sepulveda and Vanowen Blvds., a modern 300-bed medical and research center.

Many civic, social and entertainment notables attended the press preview sponsored by Jackson Leighter of Schenley's Distilleries.

Despite 100-degree heat, some 15,000 fans attended the event. Featured attractions included quarter-midget races, a concours d'elegance, gymkhanas, fashion shows and other events.

DEVONSHIRE DOWNS CONCOURS SPORTS CARNIVAL

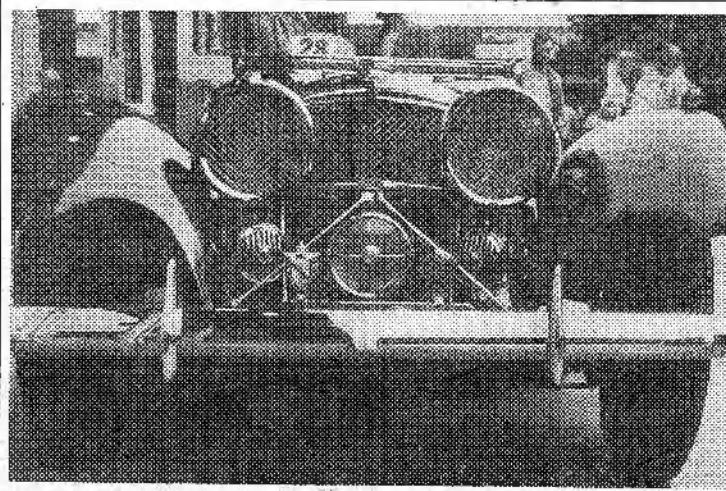
Le Cercle Concours d'Elegance, June 2, 1957.

CLASS IA-1 — Classic MG's and Jaguars. 1. SS100 Jaguar, 1937 — Serge Krizman; 2. MG-TC, 1948 — Ralph Carter; 3. MG-TC, 1949 — Jack Carr.

CLASS IA-2 — Roadsters to 1955. 1. Jaguar XK 120M, 1953 — W. E. Larned; 2. MG-TD, 1952 — Bob Ray Woods; 3. Jaguar XK 120, 1951 — Sam Anslyn.

CLASS IA-3 — Roadsters of most recent model. 1. Alfa Romeo Giulietta, 1957 — Beverly & Leonard Clow; 2. Jaguar XK 140, 1955 — Art & Jean Wilson; 3. MG A, 1957 — Win Smith.

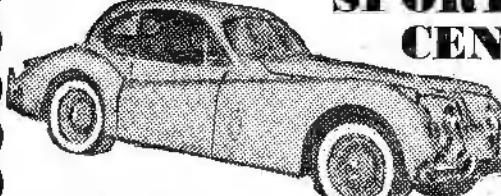
CLASS MDH — Modern drophead



— Robert Fink
BEST-OF-SHOW winner at concours sponsored by Le Cercle Concours d'Elegance last week at Devonshire Downs was this SS100 Jaguar, owned by Serge Krizman.

HII SPORTS CAR ADDICTS . . . LISTEN TO—
MR. "A's" KBLA SPORTS CAR CLASSICS
BROADCASTING FROM 5:30 TO 6:30 AT
BOB DRAKE'S GRAND PRIX
GRUB 8204 BEVERLY BLVD. — WE. 6-9583 GROG

HOLIDAY MOTORS THE VALLEY'S NEWEST MOST MODERN SPORTS CAR CENTER



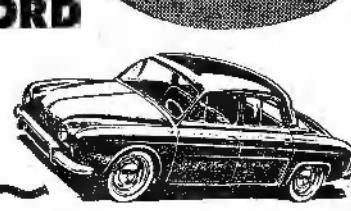
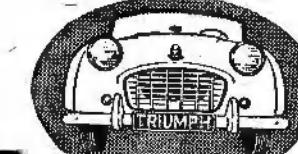
With the
Finest,
Most
Complete
Service
Department
in
So. Calif.

JAGUAR
TRIUMPH
DKW
RAPIER
ENGLISH FORD
RENAULT
HILLMAN

5015
Van Nuys Blvd.
Sherman Oaks

Phone

ST. 7-0545 - ST. 9-0585 • ST. 7-1391 - PO. 3-4344



11647
Ventura Blvd.
Studio City

HOLIDAY
MOTORS

— Tommy Wolfe,
CLASS SF — Sedans and formal
cars. 1. Jaguar Mark VIII, 1955 —
Louis Naldorf; 2. Rolls Royce Phantom
II, 1934 — J. B. Nethercutt; 3. Austin
(London taxi cab) 1938 — Wendell &
Helen Williams.

CLASS IV — Competition. 1. Jagu
ar Type C, 1953 — Carlyle Blackwell,
Jr.; 2. Porsche 1600, 1956 — Betty &
Ogden Shutes; 3. Nichols Panhard IV
A, 1956 — Dr. Douglas Snow.

Best in show award: SS100 Jaguar —
Serge Krizman. Cleanest car award:
XK 140M Jaguar — Bob Lavolette.

SPREAD THE WORD— MOTORACING COVERS THE SPORTS CAR SCENE

CALIFORNIA SPORT CARS ACCESSORIES

MANUFACTURERS & DISTRIBUTORS
OF THE FABULOUS

"V" BLANKET

FOR VW — PORSCHE and GHIA'S
SOUNDPROOFS ★ BEAUTIFIES
ENGINE COMPARTMENT

VW \$12.95 OTHERS \$16.95

DEALER INQUIRIES INVITED

10838 WASHINGTON BLVD.,
CULVER CITY, CALIFORNIA

TE. 0-7455

STEEN "C" Users Win Again

FIRST PLACE MAIN EVENT Hawaii Speed Week
FIRST PLACE WILLOW SPRINGS April 28, 1957
2ND OVERALL SAN DIEGO May 5, 1957
2ND PLACE OVERALL Grand National Catalina

The Finest Engine Lubricant in the World . . .



STEEN C IS
NOT AN ADDITIVE!

"The life and performance of your engine can be no better than the quality of the lubricant provided."

SAYS BOB DRAKE:

... winner of the James Kimberly Cup for the Most Improved Driver in 1956 at National SCCA meeting, winner of the 1956 MOTORACING Award for the Most Under-rated Driver, 1956 Sports Car Driver of the Year (So. Calif. Service Station Dealers Assn.), and operator of the new Grand Prix Restaurant on Beverly Blvd.

SEE YOUR DEALER

B AND B STATION

501 So. Greenleaf, Whittier

CAL SPECIALTIES

1957 W. 144th St., Gardena

J. CHAMBERLAIN

2909 W. Olive, Burbank

CONTINENTAL MOTORS

14851 E. Whittier Blvd., Whittier

MICHEL & PAULI, INC.

4661 W. Slauson Ave., L. A.

MONICE MOTORS

90 No. Santa Anita Blvd., Pasadena

NICK PASTOR

3451 Firestone Bl., South Gate

CHAFFEE'S GENERAL AUTO REPAIR

111 N. Laurel, Ontario

NATIONAL AUTO IMPORTS

11153 W. Washington Place, Culver City

WARREN OLSON

Sports Car Service

BURKIN SPORTS CAR CENTER

507 S. San Fernando Rd., Burbank

BAKERSFIELD

PIT STOP SERVICE

1520 - 28th St.

SAN DIEGO AREA

WESTCOTT MOTORS

1509 National Ave., National City — San Diego

HOOP FOREIGN CARS

638 West Main Street, Alhambra

TEXAS

CARROLL SHELBY SPORT CARS INC.

5611 Yale Blvd., Dallas 6, Texas

PIT STOP GARAGE

4210 W. Burbank Bl., Burbank

POMONA IMPORTED CARS

404 W. 3rd, Pomona

R. LORD IMPORTED CARS

1229 E. Holt, Pomona

SO. BAY IMPORTED CAR CENTER

610 Torrance Blvd., Redondo Beach

SUBURBAN MOTORS

445 E. Anaheim, Wilmington

VEY-SETT AUTO CO.

611 W. Holt, Ontario

WORLDWIDE AUTOMOTIVE

1968 So. Sepulveda, L. A.

CLASSIFIED

Want to sell that car? Looking for a bargain? Something to trade? Services to offer? Looking for a ride? Rates are 10 cents per word, \$2 minimum per ad. CASH must accompany all orders. Copy 10 days in advance of publication date.

Next issue June 28-July 5.
MOTORACING, 725 N. Western Ave., Suite 14, Los Angeles 29, Calif.
HO. 2-6388

FOR SALE

SPORT CAR EMBLEMS. Special club designs for emblems. T-shirts, jackets, plaques and trophies made to order. Send 25 cents for catalog. Spot Enterprises, P. O. Box 66, Culver City 3, Calif.

BACK copies of MOTORACING. All issues available. Send 15 cents for each copy desired, plus five cents each copy to cover postage and handling to: MOTORACING, Box BC, Suite 14, 725 N. Western Ave., Los Angeles 29, Calif.

1956 PORSCHE SPYDER, as new, only 610 miles. Net yet really broken in. Engine No. P-90091. \$5500. W. R. Turner, 901 No. La Brea, Inglewood, OR. 8-4323.

57 CORVETTE. Big engine, standard transmission, hard top. Few miles. \$3250—trade or terms. Bob Mandel, RY. 1-6359.

VELOCIA 4.9 COMPETITION RACE CAR. Tube frame, torsion-bar suspension, Merc. engine, extra tires, ready to race. An inexpensive way to start racing. Call or see and make offer. Osborne 5-0343 days. Atlantic 6-5191 evea. and weekends.

FLAME-PROOF CHEMICALS. One pint sufficient for one gallon flame-retarding solution. Carries State Fire Marshal's Seal. \$1.50 plus tax. Jack McAfee, 12323 Ventura Blvd., Sherman Oaks, Calif.

1955 JAGUAR MK. VII SEDAN. B-W automatic trans. Radio, htr., WW dove grey, navy blue leather interior. Steel sun roof. Lo-mi. 1-owner car. \$2,195. Morgenstern Motors, 1402 N. Central, Phoenix, Ariz. AL. 4-2169.

MG-TD 1952-1950 cc, concours condition. Cream with red leather. Sell or trade for Porsche. To see call O.W. 7-0181 (Whittier) or watch for it towing flag team trailer at Paramount Ranch.

SIATA V-8 ROADSTER-1956. A rare and beautiful Class E trophy winner. Suitable for city traffic or starting line. Very fast. Excellent condition. In daily use around Los Angeles. Priced to sell. Wayne Thoms, 11965 Montana Ave. Apt. 18, GRanite 7-6212.

MG 1250 cc block. Oil pump, air cleaner and misc. parts. Best offer takes. Call O.W. 7-0181 (Whittier).

BUGATTI Type 35C. Similar to cover of April '57 Sports Car Illustrated. MG engine now installed. Type 37 1/2 liter Grand Prix engine completely rebuilt with factory parts included. Needs only valve adjustment pads. Body and chassis in mint condition. \$1800. firm. Doug Elzinga (Performance Cars) 644 Lovett St. S. E., Grand Rapids, Michigan.

FOR SALE

CORD \$12 supercharged 2-passenger "sportsman" convertible. This beautiful and distinctive rare classic car is in prime condition throughout, and a magnet of attraction wherever shown or driven. A frequent concours winner — first in class at Palm Springs and elsewhere — is, in addition, a high-performance road car by any standards. Featured in June Road & Track. Selected by the New York Museum of Modern Art as the finest example of American coachcraft. Price \$3250. Phone RYan 1-5712. Pasadena, Calif.

DYNA PANHARD CONVERTIBLE. Engine, body and general condition excellent. Reasonable. Will trade. Terms. Holliday Motors, ST. 7-1391.

PORSCHE '55 Speedster, blue beauty, good condition. \$2495. Crosley Class H Competition Special. Aluminum body, spot disc brakes, good engine, steel shaft, etc. \$750. Also '51 Crosley Super Sport Roadster, \$275. FIAT 500 Chassis, \$40. Phone days: Starbuck, LUDlow 2-6286, 11707 Halcourt Ave., Norwalk, Calif.

FRAZER-NASH MARK I or II. Must sell one of them. Contact Jim Firestone, PARKview 8-7461, 154 E. Floral Dr., Monterey Park, Calif.

56 HEALEY ENGINE. 4-speed trans. & overdrive. \$500. Never raced or wrecked. Sam Sutherland, 10133 Samoa Ave., Tujunga, FLorida 3-2649.

ALFA ROMEO 199 Super Sprint Touring Coupe, '55, low miles, very clean, motor and appearance like new. Impeccable handling. 5-speed box. Priced to sell. GLOBE 6-2148.

FERRARI 2.6 V 12 Coupe, '51, new red paint, tires, motor excellent, low miles. Very fast, pretty, suitable street use. Priced to sell now. GLOBE 6-2148.

SERVICES

SULLIVAN'S FOREIGN CAR SPEEDO-SERVICE specializing in repair of speedos, tachs, temperature and fuel gauges, clocks and cables. MG tach gear boxes rebuilt. 4718 Sunset Blvd., Los Angeles 27.

PIT STOP GARAGE, speed tuning, MG specialists. Race preparation. Repairs 4210 Burbank Blvd., Burbank, TH. 2-7291.

SPORTS CAR INFORMATION CENTER Quick and accurate information on "Where to buy it", "Where to have it serviced"—details on current events, etc. Call Empire 2-4157.

BONDED BRAKE SHOES for all cars — sports, foreign, racing. Bonded Brake Shoe Exchange. EXPERTS. 7601 Santa Monica Blvd. HO. 4-1425.

WANTED

POSITION IN U. S. A. Swiss mechanic desirous of making home in the United States would like a position on a contract basis. 37 years of age, married and owner of garage prior to the war. Specialist FIAT and Alfa, tuning, carburetion, ignition, etc., and preparing cars for races. Jacques Moilliet, Ave. du Tribunal Federal 11, Lausanne (Vaud) Switzerland.

MERCEDES-BENZ 300 or 300S, '53 or '54. Ridiculously low price preferred. Box N. Motoracing.

ATTRACTIVE, GOLDEN, BROWN-SKINNED Hawaiian girl (Hawaiian-Chinese-French), slim though well-endowed physically and financially independent, in mid-twenties, desires to make home for sturdy male (male) under 40 and willing to exchange instructions on driving new Alfa Romeo. Can teach man hula if walks along moonlit coral beaches do not prove stimulating. Cottage on country beach, island of Oahu for man who can cook and make pot. Please write Pualani, c/o MOTORACING.

WILLIAMSON MOTORS

Authorized Sales and Service
MG-A • AUSTIN-HEALEY

3153 W. Pico, Los Angeles 19, Calif.
REpublic 2-8126

VOLKSWAGEN - PORSCHE

UNIVERSAL MOTOR CARS

SALES
2956 CRENSHAW BLVD., LOS ANGELES 16

SERVICE
RE. 2-0107

HEADQUARTERS FOR
GERMAN BOSCH PRODUCTS
SPARK PLUGS . . . POINTS . . . ETC. . .
VERTEX MAGNETOS

JOE HUNT
2500 W. VERNON - AX. 2-8137
LOS ANGELES 8, CALIFORNIA

CONTINENTAL CAR IMPORTS
RENAULT - TRIUMPH - BORGWARD
HILLMAN - SIMCA - SUNBEAM-RAPIER

Complete Service for All Imported Cars
8700 Washington Blvd. TE. 0-1182 Culver City

Are You Going to Europe?

More Racing Tips By Scribe

Editor's Note—This is the 9th and last article of a series.

By HENRY N. MANNEY III

Motoracing Staff Correspondent

CANNES, France, June 12—In the 1500 class, the only car that I would contemplate racing in Europe would be a Porsche Spyder in spite of the fact that they aren't quick enough to win from the factory cars. They seem to run a long time without much attention provided you don't do anything stupid and you will get lots of help from the factory.

The private 1500 Maseratis are not fast enough and seem brittle. The Cooper and Lotus were discussed in the last article. The non-factory Oscas are very rapid indeed but don't seem to keep going. But the works ones—wow!

All the 1500 works cars are real screamers and all sorts of promising beginners like Moss, Behra, Taruffi, Salvadori and others are to be found driving them at times. One more word—bring your Porsche Spyder from home; they are both scarce and expensive here.

Up to two liters gives you a pretty good spread, but you are in sort of a "shadow" class. I suppose the best deal would be a Ferrari Mondial or Testa Rossa, especially if you can find a used one in good shape.

SAME DEAL THERE

This may be hard, as sellers of used competition equipment are not any more honest over here than at home. Be very careful, new or used, if you buy from the Ferrari factory. They are so busy racing that sometimes parts and cars tend to get mixed up. On the other hand, Maserati has a good record of selling to private owners and a nice six-holer makes a lovely noise—they are pretty, too, and go very well if you get the D.O. model.

There are quite a few around and you may be able to pick up

a clean one. Maserati is now bringing out a four-banger but they might not be available yet.

Don't buy a Gordini as even Gordini can't get parts.

Now some of the English equipment seems to do very well at home, but sorta fades out over here—however, if you are out for kicks, try it. You are not gonna win any races anyway unless you drive for one of the factories.

Over two liters you should be good. You can buy used D-Jags, Aston Martins, Ferraris and Maseratis, which will (according to the seller) win you Le Mans and Mille Miglia without changing the plugs. And so they will if you are S. Moss. I suppose you know by this time that Ferrari will sell any of his cars for money, providing he has got something quicker in the garage. You still have to drive it and maintain it.

BUY TOW CAR

Now remember that you can drive all this comp equipment to the races (except in England, where they want you to do 30mph in any district with lamp posts), but it is neither comfortable nor advisable. Buy yourself a good American tow car or adapt a truck or bus, like the Limeys do. Be sure that you can lock everything into or onto the outfit.

I have not gone into full race cars because they ordinarily take more loot, both in upkeep and original cost, than sports cars. However, if you feel the urge, you can get new or used ones from Maserati or perhaps

one of the English companies like Connaught.

Of course, cars are offered for sale in the motoring magazines but for the same reasons that competition equipment is usually offered—too slow or worn out. There will be some races for Formula II cars (1500cc single-seaters running on gas) and you can either buy one from Cooper or Lotus or build on yourself. Then if you plan to race solely in England you can go the 500cc route, but the competition is rough. In all these cases, though, your entry has a better chance of being accepted because you are American. Don't forget, though, this is the big league.

PLENTY OF \$

Lots of you guys have heard that they pay money for racing over here—so they do; starting money, prize money, endorsement money, appearance money—the better you are the more you get. I have never heard of anybody not backed by the factory and driving his own car even coming close to breaking even. If you have a rich sponsor, fine. Better if you drive for a factory. But it will still cost you.

For information on getting hold of used Italian equipment you probably can't do better than get hold of Pino Lella, who is teaching skiing at June Lake—he has a variety of pipe lines that will save you lots of time and dough. Or write me about getting practically anything—I may not be able to do it but I will tell you why with no runaround.

ANY QUESTIONS?

FRANK MILLARD SPORT CARS INC.

Where the Stars Buy Their Cars!

JAGUAR - MG - MERCEDES-BENZ - AUSTIN
AUSTIN HEALEY - MORRIS - ALFA ROMEO

COMPLETE SERVICE FOR IMPORTED CARS

15531 VENTURA BLVD., Encino

ST. 9-6176 ST. 7-2343

ANNOUNCING
SPECIALIZED CORVETTE SALES AND SERVICE

NOW IN STOCK . . . FOUR SPEED GEAR BOXES

ALSO: FAMOUS POSITRACTION REAR AXLES

COME IN, ASK FOR BOB CASEY

FREE

REPEATING OUR SPECIAL OFFER
BRING THIS AD (YOU NEED NOT TEAR IT
FROM PAPER) AND WE'LL GIVE ANY CAR
A FREE DYNOMETER ANALYSIS! THIS
OFFER EXPIRES WITHIN 30 DAYS, SO
HURRY!

FUEL INJECTION AND
COMPETITION SPECIALISTS

Have your car tuned by the same expert service dept.
which tunes our championship stock cars!

- Latest dynamometer and analysis equipment!
- Fiberglass body and chassis experts . . .
- Competent, factory-trained mechanics.
- Painting . . . parts . . . repairs . . . new shops!

RUSH
CHEVROLET
DA. 3-0300 FA. 1-2900

15600
S. WESTERN AVE.
GARDENA
CALIFORNIA



• European Scene

By W. Robert Nitske

POWER — THE BIG CARS — BACK FOR LE MANS RACE

THE 24-HOUR Le Mans Endurance Race, scheduled June 22 and 23, will again be a championship event this year.

Several changes have been made in the rules to restore this important test to the calendar of the FIA.

The displacement limit of 2.5 liters for prototype engines has been lifted. Since there will then be no limitation on any of the engines, the large Ferrari and Maserati sports-racing cars will compete again.

In fact, nearly twice the number of cars have already been entered for the field limited to 52 participants. Cars of the works teams of Maserati, Ferrari, OSCA, Aston Martin, Porsche, Talbot, Lotus, Gordini, and Stanguellini have been announced to take part.

The superb V-8 4.5 Maserati, victorious at Sebring, and the V-12 3.5 Ferrari are entered.

Although American entries were expected, it now seems certain the Corvettes will not be sent, and it is understood Cunningham will not have his cars there, either. And the two Thunderbirds probably will not get there. That would then cancel the entire expected American entries which might save a lot of embarrassment.

CHANGES LISTED

Other changes in the Le Mans regulations stipulate that repair parts and necessary tools for repairs need not be carried in the competition vehicle any more, as previously; they can be left at the pits. Complete replacements, such as engine boxes, and rear axles in their entirety, are naturally prohibited.

Refueling can be done after first completing 30 instead of 34 laps of the 8.38-mile (13.492 kilometers) course. And there is no limit to the fuel consumption.

tion of the machines. The 120-liter limit per stop has also been repealed.

All drivers must be relieved after completing 36 laps. Previously one driver could make 72 circuits.

DURABLE WINDSHIELDS

A new rule insists on a windshield which is serviceable for the duration of the race. Many of the plastic windshields were of no use whatever after a few hours of activity last year.

The Index of Performance calculation formula has not been changed. Apparently the commission has found it an impossible task to revise this often controversial problem to the satisfaction of all participants.

To keep up with the changing times, the sponsors have created a class for turbine-powered vehicles. These cars must complete a minimum of 3,600 kilometers (2,236 miles) during the 24-hour period, or an average of 93.15 mph for the event.

Considering the average times of the winning cars in previous Le Mans Grand Prix d'Endurance events, that should not be too difficult to maintain, if these turbine cars can travel at any speed at all. The 1956 average made by the Flockhart-Sanderson driven Jaguar was 104.403 mph and the 1955 average of the Hawthorn-Bueb car was 106.99 mph.

181.467 MPH

Record top speed of 181.467 mph on the Mulsanne straight was set by the Mercedes-Benz 300SLR in 1955.

Thirty-two years before that, a French car, the Chenard et Walcker, driven by the team of Lagache and Leonard, covered a distance of 1,372.939 miles at an average of 57.205 mph to win the first of these famous 24-hour races.

LOTUS RACE HIT AT SALT LAKE

(Continued from Page 1)

for three days and was admitted into the hospital immediately after the race. He was a pale, sick boy when Starter John Luce gave him a most welcome checkered flag.

HUGHES SENSATIONAL

Hughes, in his Lotus Mark II, was the sensation of the afternoon. He piloted the little class G speedster into a first and second overall and three firsts in class G. The boy is about ready for the boss to get him that SS Jag.

One of the best duels of the day was put on by Merle Brennan in his flat-head Merc Special, The Beast, and Rod Carveth, in the Aston Martin DB3S. They stayed together for the entire race and exchanged positions several times before Merle finally pulled ahead and took the checkered for a 2nd in class E. This misnamed monster should be called The Yellow Peril, and is a creation of Harry Banta and the Reno Racing Team. Carveth was right behind with a second in class D; Johnny von sewed up the top spot in

that class.

In the small bore main event, Weiss was followed by a flock of Lotuses piloted by Hughes, Paul Nau, Portland, and Skip Conklin. Class F Prod. was taken by Ralph Bowyer, a Salt Lake boy with a going Porsche Speedster with the new Eiffel-type roll bar. Bowyer also took first overall in the class F. prod. fifth race when he headed Jim Parkinson's MGA to the wire.

AWARD TO PRINGLE

Bill Pringle, the old-time Sim-

(Continued on Page 11, Col. 3)

STUDIO SCC NEWS

BY JAGUAR JANE

The May 25 SOLVANG FUN RALLY, a combined Paramount-20th Fox SCC event, turned out to be a beautiful "Tourette" as they say on TV. "JESTER JACK" TITUS & BERNIE ALVIDA & BOB LANE; GORDON WORTHINGTON; "PHIL FOX" SHULER & RONNIE tried to give us a break with a non-navigational tour-type event with speedometers covered we had to "estimate" a 40 mph average, but you'll recognize the names of the lucky winners who're nearly at the top 3:

1st — STEVE SECCOMBE; 2nd — LILLIAN & LUIGI LURASCHI; 3rd — LILLIAN & DICK LOVE.

20th-Fox winners were 1st—DOTTY & LEO KOLEHMAINEN; 2nd—MARY LOU & FRED LUTZ; 3rd—DELL & GENE MCGIVENEY.

1st Para. guest—PETE COBERT & SUE KAHN (of U. I.); 1st Fox guest—HARRY & MRS. FAIRBANKS (M. G. M.)

The Santa Barbara Road Races saw 2 Para. SCSC entries Austin Healey No. 274, John "JEAN PIERRE" HAT-HORN (we got KUNSTLE's permission for the nickname), was 3rd in D-Class at Santa Barbara and 1st in D-Class at Willow Springs. Here's AL WAHRMAN'S photo of John with his trophies. Incidentally, Al was awarded a trophy by PSCSCC for his great job as club photographer, a golden sportscar mounted over an engraved plaque, with ornamentation of real flash bulbs.

Our other race entry (MG-A) was none other than HARRY "HOGAN" HOGAN, Ass't to CORNEL WILDE on "THE DEVIL'S HAIRPIN." Harry sez he entered "just for the ride" but soon found out that this is a sport that can really get in your blood — and pocketbook too! His MG-A was probably the only real stock car in the race, almost right-off-the-showroom floor. P. S. Now that her MG-A is painted SHELBY Ferrari-Red, BLANCHE BAKER, Para. Secy., is looking for nail polish the exact shade of a certain red 2.9 Alfa No. 2 that raced at Pebble Beach in 1951 ??

PSCSCC is proud of V. P. GENE MERWIN who won 1st Porsche in FCCA SFV Frugality Run (46mpg on his "Speedy"), JOHN & "LUCEY-HEALEY-HILLMAN" MARSHALK, who just acquired a Minx in addition to their A. H. said they "also ran" beating only a Corvette that used 8 gallons! JOHN MARSHALK has invented a calculator that is the greatest Figure-Outer yet — and we hope to get him to hold "navigating classes".

For info. on the MARSHALK CALCULATOR, call "LUCEY-HEALEY" HOGAN, Ext. 875.

"ILSE PORSCHE" & BILL NEWMAN reported they were happy to see JUNE & GUS VIGNOLLE on the F.O.C. Ensenada Run. "Ilse" sez she just can't get the ironing done any more to much sports car activity.

In spite of the many enthusiastic members, there are still a few holdouts, namely, ED "Studebaker" SCHELLHORN; DOROTHY "Ford" MURPHY; GLENNA "Dodge" MUNNEKE, and BILL "DeSoto" HOWARD.

These 4 plan the rally to end 'em all, a real "Help Stamp Out Sports Cars" event, to be called "THE FLIT GUN RALLY".

They're fighting over who's to be Rallymaster, and the one with the most gruesome suggestions for wiping out the club is it. They won't say where we're going, or when or even if we're coming back!

PHIL FOX' & RONNIE SHULER, new 20th-Fox S.C.C. Pres., thought you might like a glimpse of their foxy new emblem.

Their "DRAW ONE RALLY" on June 8 was a huge success.

Rallymaster BOB WINCHURCH & Ass't DICK WILLIAMS promise to have the results

of the rally in the next issue of "FOXY NEW EMBLEM".

20th-CENTURY-FOX SPORTS CAR CLUB

FOXY NEW EMBLEM

20th-CENTURY-FOX SPORTS CAR CLUB

PORSCHE DOMINATE RALLYE

(Continued from Page 1)
roads on the course were narrow and there were some stretches of rough dirt road.

There were two accidents. They did not occur on the rallye course and neither was caused by the average speeds the contestants were required to maintain, as in both cases the given speeds were perfectly safe for the roads involved.

An MG missed a turn instruction, and in trying to make up lost time went into a turn too fast and turned over, causing a serious neck injury to the navigator, R. J. Shanahan, Northrop SCC. He is reported out of danger, although still in the Lompoc Community Hospital.

On Sunday, on a back road near Taft, a 190SL got off course and, according to reports, was trying to make up time and came out of a side road and collided with a TR3. Charlotte Nesbit, Santa Monica FCCA, sustained a severe knee injury, and Navigator Al Nesbit's arm was injured by a toggle switch.

It was reported neither had safety belts on, whereas occupants of the 190SL, who had belts, were uninjured. In this case the given average speed of 35mph was perfectly safe and neither the event nor the rallye chairman can be blamed for the accident. Experienced rallyists

pointed out contestants should be made aware it is not possible to make up any great amount of lost time safely. All average speeds were within safe and legal speed limits and were not beyond the legal limits as erroneously reported in some of the press.

A letter to the SCCSSC Rallye Committee has been written by one contestant who drove a powerful American sedan, protesting the 55mph contestants were required to maintain on the freeway from Ventura to Woodland Hills. This contestant, who missed turns on three legs of the event and accumulated an hour or so error, is asking the event be declared "no contest" because of the 55mph speed! This same "enthusiast" confided to friends he was doing better than 100mph trying to make up time after turning up the wrong road, when if he had followed instructions he would have been traveling at 35mph!

The rallye route led through Santa Barbara, Solvang, Santa Maria, San Luis Obispo, Paso Robles, then over the mountains on a dirt road to Hwy 1 and north to Carmel. The route back on Sunday led through Coalinga, Taft, and down Hwy 399 to Ventura and over Hwy 101 to Woodland Hills.

Pos.	Driver	Navigator	Car	Error
1	Walt Glassett	Don Morrow	Porsche	1:29
2	Frank Fleming	Nick Marechal	Porsche	1:39
3	Bill Hedy	Mo Hedy	Mercury	1:41
4	Dick Pieper	C. Schumann	AH	1:51
5	K. J. Sharp	George Taylor	Porsche	2:36
6	Barbara Meredith	Chuck Meredith	AH	2:45
7	Walt Harper	Betty Harper	Porsche	2:51
8	Tom Higgins	Larry Ford	Rapier	3:00
9	Sharon Martin	Don Martin	TR2	3:17
10	Duane Sparks	Jerry Sparks	T-Bird	3:32

The Douglas Sports Car Club won the team award with a total error of 11' 03" for the three cars.

Championship rallye standings based on the Don Diego, 24 Hour Rallye and the Great Western Championship are listed below and do not include the Spring Rallye, which the Council is apparently declaring "no contest" due to rallye code violations.

Position	Drivers	Navigators	Points
1	Walt Glassett	Don Morrow	68
2	Frank Fleming	Nick Marechal	54
3	Bill Hanna	Dick Flude	45

HEADQUARTERS FOR RALLYE EQUIPMENT	
RALLYE TIMER	\$27.30
• STOP WATCHES • HOLDERS	
• COMPUTERS • CHRONOGRAPHS	
FELDMAR WATCH CO.	BR. 2-1364
8971 WEST PICO	WEST LOS ANGELES
OPEN SATURDAYS 10 'TIL 4	

SALT LAKE RACES

(Continued from Page 10)

ca jockey, was awarded the Sportsmanship trophy and won a third in class D. Bill's 100S Healey was entered as a production car but later this type was judged modified. With no roll bar it looked as if he had the long ride from L.A. for the night air, but Bill took off for town and was soon back with a few feet of gas pipe rigged up to carry his dry cleaning.

The Salt Lake boys are noted for several firsts: the 5-lap Shakedown race was their idea but now they have put showmanship into road racing. This is unheard of in most regions but they planned a good one for the natives. When the ladies' race was cancelled, Chairman Len Pierotti took one look at the flock of Lotus clattering up the pits and scheduled a five-lap special race.

Then the Lotus pilots got their heads together and put on a real show. For 4 laps they stayed in a bunch and the lead changed at every turn.

REAL RACING

At the drop of the blue flag, they came across in a herd and then it was every man for himself. Then you saw some real racing. Hughes took this little clambake, with Nau and Conklin taking the place and show. The cash customers will never know that they saw a first in road racing. In fact, no one did, except a few Lotus pilots who wanted to give the cash customers a good show and a run for their money. History is made at Salt Lake. With fear and trepidation, we look forward to the next issue of the SCCA Bible, the Red Book.

The weekend of racing was a great success both artistically and financially and R. E. Paul Schettler, Race Chairman, Pierotti and all the Salt Lake gang deserve a lot of credit for a successful race against many handicaps.

MG	METROPOLITAN
BRITISH CONTINENTAL CARS	Authorized Factory Parts Service
AUSTIN — AUSTIN HEALEY	901 N. VINE
901 N. VINE	HO. 2-4375
HILLMAN	at Willoughby
	Hollywood
	VOLVO

Car Voluntarily Withdrawn

(Continued from Page 1)

sen's volatile Offy Special. Corrected results found Ritchie Seifried, Merc-Kurtis, 2nd, followed by Jack Allen, MG-A; Eugene Scholl, MG-A, and Ned Yarter, a fast-moving customer in a Corvette, who earlier won a production race and whose wife, "Doc" Hildreth Hoppe, deserting the "amateur" ranks, won the damsels' whirl in the same car.

WITHDRAW CAR

Triple-R announced that Krause did not qualify his car for the main, failing to go in a heat race, and that the car did not use gasoline provided at the course which all cars were required to use. When these facts were brought to the attention of Bill and his father, Arnold, they voluntarily withdrew their car.

Actually, it would have been a sweet victory for young Krause, who started about 8 minutes after the 1st car took off—it was a handicap race—and took the lead on the 20th lap. Why the race did not go the scheduled distance remained a mystery.

And the D-Jag ran on 5 cylinders! Earlier in the day, a particle from the track blew up the front air duct to the back of the air scoop and into the last cylinder. It battered the piston, bent both valves and ruined the combustion chamber. Bill took the plug out, wiring it to the engine to ground it.

In the under-1500, Cantrell started dead last after being unable to start, yet won the 10-lapper from Rick Kislingbury, Porsche Syper.

Triple-R members learned of

the death a few days before of their president, Tom Chapman. Board of directors will appoint a new proxy, who will head the group until a new one is elected in September.

Saturday, June 1

Race 1—Sedans, 6 laps—1, Donald Baker, Volvo.

Race 2—Under 1300 cc production, 15 laps—1, George Rountree, MGTD; 2, Ron Eakins, MGTD.

Race 3—Under 1600cc production, 15 laps—1, Rik Nervick, MGA; 2, Mike Holby, MGA; 3, Carroll Stephens, Porsche.

Race 4—Under 2700cc production, 15 laps—1, C. W. Cornett, TR3.

Race 5—Over 2700cc production, 15 laps—1, Lloyd Porter, Corvette; 2, Bill Solomon, Jaguar XK120; 3, Bill Martin, Corvette.

Sunday, June 2

Race 1—Production Sedans, 8 laps—1, Jim Velek, Jr., Simca; 2, Lew Smith, DKW; 3, Keith Lindsey, DKW.

Time: 20:46.

Race 2—Under 1300-cc production, 10 laps—1, Floyd Burt, MGTC; 2, Bob Fulton, MGTD; 3, Eddie Moerschbaecher, MGTD. Time: 20:46.

Under 1600-cc production, 10 laps—1, Johnny Peters, Porsche; 2, Bill Edwards, Porsche; 3, Jack Allen, MGA, Time: 20:41.

Race 3—Over 1600-cc production, 10 laps—1, Max Elbow, Austin-Healey; 2, Bill St. James, TR3; 3, Haywood Brown, TR3. Time: 18:42.

Race 4—Over 2700-cc Production, 10 laps—1, Ned Yarter, Corvette; 2, Leo Hutter, Corvette; 3, Bob Kudler, Jaguar XK140MC. Time: 18:22.

Race 5—Under 1500-cc modified, 10 laps—1, Bill Cantrell, Offy-Thuesen Sp.; 2, Rick Kislingbury, Porsche Syper; 3, Bob Norton, VW-Special. Time: 17:05.

Race 6—Over 1500-cc modified, 10 laps—1, Clem Proctor, Chevvy, Sp.; 2, Ritchie Seifried, Merc-Kurtis; 3, Elgin Holmes, Cad-Allard. Time: 17:02.20.

Women's Race—4 laps—1, Hildreth Hoppe, Corvette; 2, Kay Furcho, Jag; 3, Racine Belle, Ford-Kurtis. Time: 8:50.

Race 7—Handicap Consolation, 6 laps—1, Jon Van Rhyn, TR3; 2, John Witt, Corvette; 3, Gene School, MGA. Time: 12:08:50.

Race 8—Corrected results—Handicap Main, 27 laps, average speed 68.36 mph—1, Bill Cantrell, Offy-Thuesen Sp.; 2, Ritchie Seifried, Merc-Kurtis; 3, Jack Allen, MGA; 4, Eugene Scholl, MGA; 5, Ned Yarter, Corvette. Time: 54:50.

CASTROL

USED BY THE CHAMPIONS OF THE WORLD

CASTROL has been used exclusively by Mercedes-Benz and Porsche to win the World's Championships in both Grand Prix and Sports Car Racing throughout the world. CASTROL is recommended by more European Sports Car Manufacturers than any other oil.

DISTRIBUTED BY

JACK McAFFEE MOTORS

13323 Ventura Blvd., Sherman Oaks

ST. 9-6351 California ST. 7-7066

43 miles per gallon... really!

THE BRILLIANT NEW REAR-ENGINE

RENAULT Dauphine

Here's the only car in the world that gives you: continental styling plus 4-door, 5-passenger comfort easiest driving, parking: world's tightest turning circle lowest operating cost: actually pays for itself with what you save on gas and oil!

distributor: JOHN GREEN CORPORATION
6030 WILSHIRE BOULEVARD, LOS ANGELES, CALIFORNIA

ANAHEIM:

SOUTHLAND MOTORS, 11042 Highway 101

BURBANK:

BURBANK SPORTS CAR CENTER

507 So. San Fernando Road

CULVER CITY:

CONTINENTAL CAR IMPORTS

8750 Washington Blvd.

GLENDALE:

JOHNNY LAIL, 1260 So. Brand Blvd.

LOS ANGELES:

IMPERIAL MOTORS, 3001 Crenshaw Blvd.

LAIL BROTHERS, 1422 So. La Cienega Blvd.

BICHELL & PAULI, 4661 W. Slauson Avenue

NOLL AUTO COMPANY, 4301 N. Figueroa St.

SAVIN & SONS, 312 So. Sofo Street

WORLD WIDE AUTOMOTIVE IMPORTS

1968 So. Sepulveda Blvd.

LA JOLLA:

SUNSET MOTORS, 543 Pearl Street

LONG BEACH:

D & E IMPORT AUTO SERVICE & SALES

516 E. Anaheim Blvd.

IMPORTED AUTO SERVICE & SALES

516 East Anaheim St.

MONROVIA:

CLIFFORD T. NUTT, 245 W. Foothill Blvd.

PASADENA:

MILNE BROTHERS, 1951 E. Colorado Blvd.



SACRAMENTO
OXFORD MOTORS
1831 J St.

EUREKA
FRANK DIERLING
Imported Autos

OGDEN, UTAH
C. NICK BAKER
1950 Washington Blvd.

PHOENIX, ARIZONA
STALLINGS IMPORTED
CARS
915 N. Central

THE WORLD'S SAFEST TIRE



CONTINENTAL MOTORS
14851 E. WHITTIER BLVD.
WHITTIER

AUTO WORKS
8250 SEPULVEDA BLVD.
VAN NUYS, CALIF.

MICHELL & PAULI
4647 W. Slauson Ave.

CLARK'S SERVICE
AT PARKHOUSE MOTORS
181 S. LA BREA

CLIFFORD T. NUTT
245 W. FOOTHILL BLVD.
MONROVIA

SPORTS CAR OWNERS

- ★ We carry a complete line of imported Dunlop Tires and Tubes.
- ★ We recap all sizes of foreign car tires with 100% natural road racing rubber, plus special rebuilding of tires to racing specifications.
- ★ All work done by our company is guaranteed against defects in workmanship and material without limit as to time or mileage.

GARDNER-REYNOLDS, INC.

4758 E. Olympic Blvd.
Los Angeles 22, California

OR SEE THESE
CALIF. DEALERS

ANGelus 9-0707